# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

## 93

## TIME TABLE

FOR THE

## LOS ANGELES DIVISION

To Take Effect Sunday, September 1, 1907, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

**For the government and information of employes only, and not intended for the use of the public. The company reserves the right to vary from this time-table at pleasure.**

E. E. CALVIN,
*General Manager.*

G. F. RICHARDSON,
*Superintendent of Transportation.*

R. H. INGRAM,
*General Superintendent.*

## LOS ANGELES DIVISION: River Station (Los Angeles) and Dolgeville.

**Eastward**

### FROM SAN FRANCISCO

|  | FIRST CLASS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Length of sidings in feet, and location of scales, fuel, water and turning stations. |  |  |  |  |  | 8<br>New Orleans Passenger<br>Leave Daily | 54<br>Pasadena Passenger<br>Lv. Sunday only | 52<br>Pasadena Passenger<br>Leave Daily Ex. Sunday | 22<br>Riverside Passenger<br>Leave Daily | 46<br>Pasadena Passenger<br>Leave Daily | 20<br>Crafton Express<br>Leave Daily | 38<br>Pasadena Passenger<br>Leave Daily | 10<br>Sunset Express<br>Leave Daily | 36<br>Pasadena Passenger<br>Leave Daily | 34<br>Pasadena Passenger<br>Leave Daily Ex. Sunday | 4<br>Golden State Limited<br>Leave Daily | 18<br>Inside Track Flyer<br>Leave Daily | 32<br>Pasadena Passenger<br>Leave Daily Ex. Sunday | 16<br>Crafton Passenger<br>Leave Daily | Distance from San Francisco | TIME TABLE<br>No. 93<br>Sept. 1, 1907.<br>STATIONS |
| 90.595 YTWFO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 482.26 | DNR **RIVER STATION**<br>1.90 |
| 16.310 YWT |  |  |  |  |  | 10.00 PM | 9.50 PM | 6.20 PM | 5.25 PM | 5.15 PM | 4.25 PM | 2.40 PM | 1.00 PM | 12.01 PM | 10.05 AM | 9.45 AM | 8.55 AM | 8.20 AM | 8.05 AM | 484.16 | DNR **LOS ANGELES**<br>1.23 |
| 1,150 |  |  |  |  |  | 10.07 | s 9.57 | s 6.27 | s 5.32 | s 5.22 | s 4.32 | s 2.47 | 1.07 | s12.07 | s10.12 | 9.52 | 9.01 | s 8.27 | s 8.12 | 482.93 | **NAUD JUNC.**<br>0.42 |
|  |  |  |  |  |  | 10.09 | 9.58 | 6.28 | 5.33 | 5.23 | 4.33 | 2.48 | 1.09 | 12.08 | 10.13 | 9.54 | 9.02 | 8.28 | 8.13 | 483.09 | **MISSION JUNC.**<br>0.17 |
| I |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 483.26 | CROSSING A. T. & S. F. RY.<br>0.27 |
| I |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 483.53 | CROSSING S.P., L.A. & S.L.RY.<br>1.76 |
| 16.051 |  |  |  |  |  | 10.15 | 10.02 | 6.33 | 5.38 | 5.27 | 4.37 | 2.54 | 1.15 | 12.14 | 10.18 | 10.00 | 9.06 | 8.33 | f 8.18 | 485.29 | AURANT<br>3.12 |
| 9.580 I |  |  |  |  |  | s10.25 PM | 10.07 PM | s 6.39 PM | s 5.45 PM | s 5.32 PM | s 4.45 PM | s 3.00 PM | s 1.25 PM | s12.20 PM | s10.23 AM | s10.10 AM | s 9.16 AM | s 8.38 AM | s **8.27** AM | 488.41 | DNR **DOLGEVILLE** |
|  |  |  |  |  |  | Arrive Daily | Arrive Sunday only | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily |  | (6.97) |
|  |  |  |  |  |  | (0.25) | (0.17) | (0.19) | (0.20) | (0 17) | (0.20) | (0.20) | (0.25) | (0.19) | (0.18) | (0.25) | (0.21) | (0.18) | (0.22) |  | ....................Time over District.......... |
|  |  |  |  |  |  | 16.73 | 23.42 | 22.01 | 20.91 | 23.42 | 20.91 | 20.91 | 16.73 | 22.01 | 23.23 | 16.73 | 19.91 | 23.23 | 19.01 |  | ..................Average speed per hour....... |

Automatic Signals (Naud Junc. to Dolgeville)

Double Track (River Station to Dolgeville)

## LOS ANGELES DIVISION: River Station (Los Angeles), and Dolgeville.

**Eastward**

### FROM SAN FRANCISCO

|  | THIRD CLASS |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | SECOND CLASS |  |  |  |  |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Length of sidings in feet, and location of scales, fuel, water and turning stations. |  |  |  |  |  |  |  |  |  |  |  |  | 250<br>Way Freight<br>Leave Daily Ex. Sunday | 64<br>Pasadena and Duarte Freight<br>Leave Daily Ex. Sunday | 248<br>Colton Way Freight<br>Leave Daily Ex. Sunday | 242<br>Way Freight<br>Leave Daily |  |  | 244<br>Sunset Freight Limited<br>Leave Daily | Distance from San Francisco | TIME TABLE<br>No. 93<br>Sept. 1, 1907.<br>STATIONS |
| 90.595 YTWFO |  |  |  |  |  |  |  |  |  |  |  |  | 8.30 PM | 6.25 AM | 5.50 AM | 5.30 AM |  |  | 11.00 AM | 482.26 | DNR **RIVER STATION**<br>1.90 |
| 16.310 YWT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 484.16 | DNR **LOS ANGELES**<br>1.23 |
| 1,150 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 482.93 | **NAUD JUNC.**<br>0.42 |
|  |  |  |  |  |  |  |  |  |  |  |  |  | 8.33 | 6.30 | 5.53 | 5.35 |  |  | 11.03 | 483.09 | **MISSION JUNC.**<br>0.17 |
| I |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 483.26 | CROSSING A. T. & S. F. RY.<br>0.27 |
| I |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 483.53 | CROSSING S.P., L.A. & S.L.RY.<br>1.76 |
| 16,051 |  |  |  |  |  |  |  |  |  |  |  |  | 8.45 | 6.40 | 6.05 | 5.47 |  |  | 11.14 | 485.29 | AURANT<br>3.12 |
| 9,580 I |  |  |  |  |  |  |  |  |  |  |  |  | 9.00 PM | 6.48 AM | 6.25 AM | 6.05 AM |  |  | 11.40 AM | 488.41 | DNR **DOLGEVILLE** |
|  |  |  |  |  |  |  |  |  |  |  |  |  | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily |  |  | Arrive Daily |  | 6.97 |
|  |  |  |  |  |  |  |  |  |  |  |  |  | (0.30) | (0.23) | (0.35) | (0.35) |  |  | (0.40) |  | ......................Time over District........ |
|  |  |  |  |  |  |  |  |  |  |  |  |  | 13.10 | 16.04 | 10.37 | 10.37 |  |  | 9.07 |  | ..................Average speed per hour..... |

Automatic Signals (Naud Junc. to Dolgeville)

Double Track (River Station to Dolgeville)

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.**

## LOS ANGELES DIVISION: Dolgeville and River Station (Los Angeles).

Westward

### TOWARD SAN FRANCISCO

FIRST CLASS

TIME TABLE
No. 93
Sept. 1, 1907.

Automatic Signals (Naud Junc. to Dolgeville)
Double Track (Naud Junc. to Dolgeville)

| STATIONS | Distance from Patio | 31 Pasadena Passenger | 33 Pasadena Passenger | 15 Riverside Passenger | 37 Pasadena Passenger | 17 Crafton Express | 9 Sunset Express | 39 Pasadena Passenger | 41 Pasadena Passenger | 19 Crafton Passenger | 47 Pasadena Passenger | 21 Inside Track Flyer | 3 Golden State Limited | 7 California Passenger |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
|  |  | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| DNR **RIVER STATION**<br>1.90 | 251.30 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| DNR **LOS ANGELES**<br>1 23 | 252.22 | 7.43 AM | 8.30 AM | 8.50 AM | 9.32 AM | 9.45 AM | 11.45 AM | 11.54 AM | 1.36 PM | 4.35 PM | 4.55 PM | 6.40 PM | 7.00 PM | 10.45 PM |
| **NAUD JUNC.**<br>0.42 | 250.99 | s 7.36 | s 8.24 | s 8.43 | s 9.25 | s 9.37 | 11.37 | s11.46 | s 1.29 | s 4.28 | s 4.48 | 6.34 | 6.52 | 10.37 |
| **MISSION JUNC.**<br>0.17 | 250.57 | 7.35 | 8.23 | 8.42 | 9.24 | 9.36 | 11.35 | 11.45 | 1.28 | 4.27 | 4.47 | 6.33 | 6.50 | 10.35 |
| CR'SG A. T. & S. F. RY.<br>0.27 | 250.40 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CR'SG S.P.L.A.& S.L.RY.<br>1.76 | 250.13 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AURANT<br>3.12 | 248.37 | 7.31 | 8.18 | 8.36 | 9.19 | 9.31 | 11.27 | 11.36 | 1.24 | 4.21 | 4.41 | 6.26 | 6.42 | 10.27 |
| DNR **DOLGEVILLE** | 245.25 | 7.26 AM | 8.12 AM | **8.27 AM** | 9.15 AM | 9.22 AM | 11.20 AM | 11.30 AM | 1.20 PM | 4.15 PM | 4.35 PM | 6.20 PM | 6.35 PM | 10.20 PM |
| (6.97) |  | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| ……Time over District……<br>……Average speed per hour…… |  | (0.17)<br>23.42 | (0.18)<br>23.23 | (0.23)<br>18.18 | (0.17)<br>23.42 | (0.23)<br>18.18 | (0.25)<br>16.73 | (0.24)<br>17.40 | (0.16)<br>23.64 | (0.20)<br>29.01 | (0.20)<br>29.01 | (0.20)<br>29.01 | (0.25)<br>16.73 | (0.25)<br>16.73 |

## LOS ANGELES DIVISION: Dolgeville and River Station (Los Angeles).

Westward

### TOWARD SAN FRANCISCO

TIME TABLE
No. 93
Sept. 1, 1907.

Automatic Signals (Naud Junc. to Dolgeville)
Double Track (Naud Junc. to Dolgeville)

| STATIONS | Distance from Patio | SECOND CLASS | THIRD CLASS |  |  |  |
|---|---|---|---|---|---|---|
|  |  | 243 Steamer Freight Limited | 249 Colton Way Freight | 67 Duarte Freight | 241 Way Freight | 251 Way Freight |
|  |  | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Monday |
| DNR **RIVER STATION**<br>1.90 | 251 .30 | 6.25 PM | 4.05 PM | 4.25 PM | 11.30 PM | 12.25 AM |
| DNR **LOS ANGELES**<br>1.23 | 252.22 |  |  |  |  |  |
| **NAUD JUNC.**<br>0.42 | 250.99 |  |  |  |  |  |
| **MISSION JUNC.**<br>0.17 | 250.57 | 5.40 | 3.55 | 4.17 | 11.20 | 12.07 AM |
| CR'SG A. T. & S. F. RY.<br>0.27 | 250.40 |  |  |  |  |  |
| CR'SG S.P.L.A.&S.L.RY.<br>1.76 | 250.13 |  |  |  |  |  |
| AURANT<br>3.12 | 248.37 | 5.25 | 3.45 | 4.09 | 11.09 | 11.55 |
| DNR **DOLGEVILLE** | 245.25 | 5.05 PM | 3.21 PM | 4.00 PM | 10.55 PM | 11.40 PM |
| (6.97) |  | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday |
| ……Time over District……<br>……Average speed per hour…… |  | (1.20)<br>4.54 | (0.44)<br>8.25 | (0.25)<br>14.52 | (0.35)<br>10.37 | (0.45)<br>8.07 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.**

Registering Stations: Los, Angeles, River Station, Dolgeville.
Trains must procure a clearance card before leaving River Station.

# LOS ANGELES DIVISION: Dolgeville and Redlands Junction.

**Eastward**

## FROM SAN FRANCISCO

| Length of sidings in feet, and location of scales, fuel, water and turning stations. | | THIRD CLASS | | | | SECOND CLASS | FIRST CLASS | | | | | | | Distance from San Francisco | | TIME TABLE<br>No. 93<br>Sept. 1, 1907. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 510 | 250 | 248 | 242 | 244 | 8 | 22 | 20 | 10 | 4 | 18 | 16 | | | |
| | | Way Freight | Way Freight | Colton Way Freight | Way Freight | Sunset Freight Limited | New Orleans Passenger | Riverside Passenger | Crafton Express | Sunset Express | Golden State Limited | Inside Track Flyer | Crafton Passenger | | | **STATIONS** |
| | | Leave Mon. Wed & Fri. | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | |
| 9,580 | | | 9.00 PM | 6.25 AM | 6.05 AM | 11.40 AM | 10.25 PM | 5.45 PM | 4.45 PM | 1.25 PM | 10.10 AM | 9.16 AM | **8.27** AM | 488.41 | Automatic Signals | DNR **DOLGEVILLE**<br>1.58 |
| 3,584 | | | 9.06 | 6.35 | 6.10 | 11.44 | 10.29 | s 5.49 | s 4.49 | 1.28 | 10.13 | **9.20** | s 8.29 | 489.99 | | D ALHAMBRA<br>1.38 |
| 4,704 | | | 9.12 | 6.50 | 6.15 | 11.48 | 10.31 | s 5.53 | s **4 53** | 1.31 | 10.16 | 9.22 | s 8.32 | 491.37 | | D SAN GABRIEL<br>2.54 |
| 2,627 | | | 9.20 | 6.59 | 6.25 | 11.54 | **10.37** | f 5.57 | f 4.57 | 1.35 | 10.21 | 9.26 | f 8.37 | 493.91 | | SAVANNA<br>1.39 |
| 4,896 | | | 9.25 | 7.20 | 6.30 | 12.01 PM | **10.41** | s **6.03** | s 5.00 | 1.37 | 10.24 | s 9.28 | s 8.40 | 495.30 | | D MONTE<br>2.80 |
| 6,944 | W | | **9.54** | 7.26 | 6.38 | 12.12 | 10.47 | s 6.08 | s 5.05 | 1.41 | 10.29 | 9.33 | s 8.46 | 498.10 | | DR **BASSETT**<br>3.40 |
| 6,106 | | | **10.10** | | 6.50 | 12.25 | 10.55 | | s 5.12 | 1.47 | 10.36 | f 9.39 | | 501.50 | | DN PUENTE<br>1.60 |
| 1,099 | | | 10.15 | | 7.00 | 12.30 | 10.59 | | 5.15 | 1.49 | 10.39 | 9.41 | | 503.10 | | PUENTE OIL SIDING<br>4.40 |
| 4,546 | | | 10.30 | | 7.20 | 12.50 | 11.10 | | f 5.22 | 1.57 | **10.47** | f 9.49 | | 507.50 | | D LEMON<br>3.96 |
| 5,152 | | | 10.45 | | 7.45 | 1.10 | 11.20 | | f 5.29 | 2.05 | 10.54 | f 9.57 | | 511.46 | | SPADRA<br>3.53 |
| 7,799 | W | | 11.00<br>11.20 | **9.45**<br>**10.45** | **8.36** | 1.45 | s11.35 | s 6.55 | s 5.37 | s 2.15 | s11.05 | s**10.07** | s 9.31 | 514.99 | | DNR **POMONA**<br>3.51 |
| 4.733 | | | **11 43** | | 9.00 | **2.21** | **11.43** | | **5.42** | **2.21** | 11.12 | 10.13 | | 518.50 | | NAROD<br>2.44 |
| 7,358 | | | 12.01 AM | 12.15 PM | 9.17 | **2.52** | s11.50 | 7.20 | s 5.48 | s 2.27 | 11.18 | s**10.19** | 9.57 | 520.94 | | DNR **ONTARIO**<br>3.54 |
| 5.630 | W | | 12.20 | 12.25 | **9.30** | 3.02 | 11.57 | f 7.25 | f 5.53 | **2.34** | 11.24 | 10.25 | f10.03 | 524.48 | | D CUCAMONGA<br>2.40 |
| 327 | | | | | | | | | | | | | | 526.88 | | VIENTO (Spur)<br>1.30 |
| 3,626 | | | 12.27 | 12.40 | 9.38 | 3.12 | 12.05 AM | f 7.30 | f **5.59** | 2.40 | 11.31 | 10.30 | **10.08** | 528.18 | | ETIWA<br>2.25 |
| 5,811 | | | 12.45 | 1.15 | 9.45 | 3.18 | 12.11 | f **7.33** | f 6.06 | 2.44 | 11.36 | 10.33 | s10.12 | 530.43 | | DN DECLEZ<br>2.40 |
| 3.026 | | | 1.10 | 1.26 | **9.58** | 3.24 | 12.17 | f 7.37 | f 6.11 | 2.48 | 11.41 | 10.37 | f10.16 | 532.83 | | AILSA<br>2.60 |
| 3.675 | | | 1.30 | **1.45** | 10.05 | 3.30 | 12.23 | f 7.41 | f 6.15 | 2.52 | 11.46 | 10.41 | f10.20 | 535.43 | | D BLOOMINGTON<br>3.96 |
| | J | | | | | | | | | | | | | 539.39 | | CROSSING A. T. & S. F. RY.<br>0.28 |
| 15.058 | YTWOF | 8.00 AM | 1.40<br>2.20 | **2.00** PM | **10.17**<br>**10.45** | 3.45<br>4.15 | 12.35<br>12.40 | **7.50** PM | **6.22**<br>**6.27** | 3.00<br>3.05 | s12.01 PM | **10.50** AM<br>**2.00** PM | **10.29**<br>**10.34** | 539.67 | Automatic Signals | DNR **COLTON**<br>0.02 |
| | | | | | | | | | | | | | | 539.69 | | CROSS'G RIVERSIDE BRANCH<br>3.36 |
| 5.068 | | 8.12 | 2.30 | | 10.57 | **4.37**<br>**4.50** | f12.50 | | f 6.35 | 3.15 | 12.10 | f 2.10 | f10.41 | 543.05 | | LOMA LINDA<br>2.20 |
| 8.992 | | 8.20 AM | 2.45 AM | | 11.10 AM | 5.00 PM | s12.55 AM | | s **6.39** PM | s 3.20 PM | s12.15 PM | s 2.15 PM | s10.46 AM | 545.25 | | DNR **REDLANDS JUNC.** |
| | | Arrive Mon. Wed. & Fri. | Arrive Daily Ex. Monday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (63.81) |
| | | (0.20) | (6.15) | (8.10) | (5.40) | (6.00) | (2.55) | (2.25) | (2.14) | (2.20) | (2.30) | (2.10) | (2.41) | | | Time over District, Los Angeles to Redlands J |
| | | 16.74 | 10.20 | 7.81 | 11.26 | 10.68 | 20.94 | 26.46 | 27.36 | 28.45 | 25.50 | 28.76 | 22.37 | | | ..................Average speed per hour ....... |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.**

# LOS ANGELES DIVISION: Redlands Junction and Dolgeville.

## TOWARD SAN FRANCISCO

Westward

| TIME TABLE<br>No. 93<br>Sept. 1, 1907. | | Distance from Patio | FIRST CLASS | | | | | | | SECOND CLASS | THIRD CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 15 | 17 | 9 | 19 | 21 | 3 | 7 | 243 | 249 | 251 | 241 | 511 |
| | | | Riverside Passenger | Crafton Express | Sunset Express | Crafton Passenger | Inside Track Flyer | Golden State Limited | California Passenger | Steamer Freight Limited | Colton Way Freight | Way Freight | Way Freight | Way Freight |
| | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Mon. | Arrive Daily | Arrive Tues., Thurs. & Sat. |
| Automatic Signals | DNR **DOLGEVILLE**<br>1.58 | 245.25 | s **8.27** AM | s 9.22 AM | s 11.20 AM | s 4.15 PM | s 6.20 PM | s 6.35 PM | s 10.20 PM | 5.05 PM | 3.21 PM | 11.40 PM | 10.55 PM | |
| | D ALHAMBRA<br>1.38 | 243.67 | s 8.24 | s **9.20** | 11.17 | s 4.10 | f 6.15 | 6.31 | 10.15 | 5.00 | 3.15 | 11.15 | 10.50 | |
| | D SAN GABRIEL<br>2.54 | 242.29 | s 8.21 | s 9.16 | 11.13 | s 4.07 | f 6.11 | 6.28 | 10.10 | **4.53** | 3.05 | 11.05 | 10.45 | |
| | SAVANNA<br>1.39 | 239.75 | f 8.15 | f 9.11 | 11.09 | f 4.02 | 6.06 | 6.24 | 10.04 | 4.34 | 2.55 | 10.52 | **10.37** | |
| | D MONTE<br>2.80 | 238.36 | s 8.12 | s 9.08 | 11.06 | s 3.58 | s **6.03** | 6.21 | 10.00 | 4.29 | 2.50 | **10.41** | 10.27 | |
| | DR **BASSETT**<br>3.40 | 235.56 | 8.06 | s 9.03 | 11.02 | 3.52 | 5.58 | 6.17 | **9.54** | 4.23 | 2.35 PM | 10.29 | 10.19 | |
| | DN PUENTE<br>1.60 | 232.16 | | s 8.57 | 10.57 | | | 6.12 | 9.47 | 4.16 | | **10.10** | **10.10** | |
| | PUENTE OIL SIDING<br>4.40 | 230.56 | | 8.54 | 10.54 | | | 6.09 | 9.44 | 4.12 | | 9.56 | 10.06 | |
| | D LEMON<br>3.96 | 226.16 | | f 8.48 | **10.47** | | | 6.02 | **9.36** | 3.58 | | **9.36** | 9.54 | |
| | SPADRA<br>3.53 | 222.20 | | f 8.42 | 10.41 | | | 5.56 | 9.29 | 3.41 | | 9.12 | 9.43 | |
| | DNR **POMONA**<br>3.51 | 218.67 | s 7.30 | s **8.36** | s **10.34** | s 3.10 | s 5.23 | s 5.50 | s 9.22 | 3.25 | **11.00**<br>**10.02** | 9.00<br>8.40 | 9.33 | |
| | NAROD<br>2.44 | 215.16 | | f 8.29 | 10.24 | | 5.16 | **5.42** | **9.12** | 3.02 | 9.50 | 8.26 | **9.12** | |
| | DNR **ONTARIO**<br>3.54 | 212.72 | s 7.07 | s 8.26 | s **10.19** | s 2.40 | s 5.13 | 5.36 | s 9.07 | **2.52** | 9.45 | 8.15 | 8.55 | |
| | D CUCAMONGA<br>2.40 | 209.18 | f 7.02 | f 8.19 | 10.13 | f **2.34** | f 5.09 | 5.30 | 9.01 | **2.34** | **9.30** | 7.57 | 8.45 | |
| | VIENTO (Spur)<br>1.30 | 206.78 | | | | | | | | | | | | |
| | ETIWA<br>2.25 | 205.48 | f 6.57 | f 8.14 | **10.08** | f 2.27 | 5.04 | 5.25 | 8.54 | 2.12 | 9.10 | 7.44 | 8.32 | |
| | DN DECLEZ<br>2.40 | 203.23 | f 6.54 | f 8.11 | 10.03 | s 2.23 | 5.01 | 5.21 | 8.49 | 2.05 | 8.50 | **7.33** | 8.25 | |
| | AILSA<br>2.60 | 200.83 | f 6.51 | f 8.08 | **9.58** | f 2.18 | 4 58 | 5.17 | 8.44 | 1.54 | 8.35 | 7.20 | 8.18 | |
| | D BLOOMINGTON<br>4.24 | 198.23 | f 6.47 | f 8.05 | 9.53 | f 2.14 | 4.55 | 5.13 | 8.39 | **1.45** | 8.25 | 7.10 | 8.10 | |
| | CROSSING A. T. & S. F. RY.<br>0.28 | 194.27 | | | | | | | | | | | | |
| Automatic Signals | DNR **COLTON**<br>0.02 | 193.99 | 6.40 AM | 7.57<br>7.50 | 9.40<br>9.35 | **2.05**<br>**2.00** | s 4.47 | s 5.02 | 8.27<br>8.22 | 1.25<br>1.05 | 8.10 AM | **6.50**<br>**6.17** | **7.50**<br>7.10 | 1.20 PM |
| | C'SG RIVERSIDE BRANCH<br>3.36 | 193.97 | | | | | | | | | | | | |
| | LOMA LINDA<br>2.20 | 190.61 | | f 7.42 | 9.25 | f 1.53 | f **4.37** | **4.50** | f 8.12 | 12.51 | | 6.00 | 6.50 | 1.01 |
| | DNR **REDLANDS JUNC.** | 188.41 | | 7.38 AM | 9.20 AM | 1.50 PM | 4.32 PM | 4.45 PM | 8.07 PM | **12.45** PM | | 5.50 PM | **6.39** PM | **12.45** PM |
| | (63.81) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Tues. Thurs. & Sat. |
| | ........Time over District Redlands Jct. to L. A. | | (2.10) | (2.07) | (2.25) | (2.45) | (2.08) | (2.15) | (2.38) | (5.40) | (7.55) | (6.35) | (4.51) | (0.35) |
| | ........Average speed per hour.................... | | 26.75 | 27.39 | 26.40 | 23.10 | 30.08 | 27.30 | 24.23 | 10.23 | 8.01 | 9.69 | 13.15 | 9.57 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72**

Registering Stations: Dolgeville, Bassett, Pomona, Ontario, Colton and Redlands Junction.

Main line first-class trains will get clearance at passenger station Colton. Other trains will get clearance at Yard Office, 0.5 mile east.

## LOS ANGELES DIVISION: Redlands Junction and Indio.

| Eastward | FROM SAN FRANCISCO | | | | | | | | TIME TABLE | | TOWARD SAN FRANCISCO | | | | | Westward |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Length of siding in feet, and location of Scales, Fuel, Water, and Turning Stations. | THIRD CLASS | | SECOND CLASS | FIRST CLASS | | | Distance from San Francisco. | | No. 93 | Distance from Patio. | FIRST CLASS | | | SECOND CLASS | THIRD CLASS | |
| | 242 | 510 | 244 | 10 | 4 | 8 | | | Sept. 1, 1907. | | 9 | 3 | 7 | 243 | 511 | 241 |
| | Way Freight | Way Freight | Sunset Freight Limited | Sunset Express | Golden State Limited | New Orleans Passenger | | | | | Sunset Express | Golden State Limited | California Passenger | Steamer Freight Limited | Way Freight | Way Freight |
| | Leave Daily | Lv. Mon. Wed. and Fri. | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Tues. Thurs. and Sat. | Arrive Daily |
| 8,992 | 11.10 AM | 8.20 AM | 5.00 PM | 3.20 PM | 12.15 PM | 12.55 AM | 545.25 | Automatic Block Signals. | DNR **REDLANDS JUNC.**<br>1.80 | 188.41 | s 9.20 AM | s 4.45 PM | s 8.07 PM | **12.45 PM** | **12.45 PM** | **6.39 PM** |
| 4.052 | 11.20 | 8.30 | 5.06 | f 3.25 | **12.20** | f 1.00 | 547.05 | | BROOKSIDE<br>3.20 | 186.61 | f 9.15 | 4.41 | f 8.02 | 12.40 | **12.20 PM** | 6.25 |
| 7.021 | **11.45** | **9.07** | 5.23 | f 3.33 | **12.28** | f 1.11 | 550.25 | | ORDWAY<br>3.90 | 183.41 | f **9.07** | 4.34 | f 7.54 | **12.28** | **11.45** | 6.05 |
| 7 358 W | **12.09 PM** | 9.25 | **5.45** | f 3.43 | 12.38 | f 1.24 | 554.15 | | DN EL CASCO<br>3.74 | 179.51 | f 8.58 | 4.26 | s 7.46 | **12.09 PM** | 11.30 | **5.45** |
| 3,600 | 12.30 | 9.50 | 6.05 | f 3.52 | 12.49 | 1.40 | 557.89 | | HINDA<br>4.83 | 175.77 | 8.50 | 4.19 | f 7.36 | 11.59 | 11.07 | 5.25 |
| 16.591 WYF | **1.06** | 10.20<br>**11.40** | 6.30 | s **4.10** | **1.06** | s 2.00 | 562.72 | | DNR BEAUMONT<br>6.25 | 170.94 | s 8.40 | **4.10** | s 7 26 | **11.40** | 10.50<br>10.20 | 5.00 |
| 7.323 | 1.40 | 12.16 PM | **7.09** | s **4.25** | 1.20 | s 2.15 | 568.97 | | D BANNING<br>5.87 | 164.69 | s 8.23 | 3.50 | s **7.09** | 11.10 | 9.58 | **4.25** |
| 7.200 W | 2.05 | 1.00 | 7.35 | f 4.35 | 1.30 | f 2.27 | 574.84 | | DN CABAZON<br>4.50 | 158.82 | f 8.08 | 3.36 | f 6.54 | 10.20 | 9.02 | 3.50 |
| 3.600 | 2.30 | 1.22 | 7.55 | 4.43 | 1.37 | 2.36 | 579.34 | | FINGAL<br>4.00 | 154.32 | 7.53 | **3.24** | 6.39 | 9.35 | 8.30 | **3.24** |
| 3.600 W | **2.55**<br>**3.13** | **1.43** | 8.15 | f 4.50 | **1.43** | f 2.43 | 583.34 | | D WHITE WATER<br>1.72 | 150.32 | 7.41 | **3.13** | f 6.27 | 9.10 | 8.00 | **2.55** |
| | | | | | | | 585.06 | | WHITE WATER GRAVEL PIT (Spur)<br>0.98 | 148.60 | | | | | | |
| 3,008 | 3.25 | **2.23** | 8.25 | 4.55 | 1.48 | 2.49 | 586.04 | | HUGO<br>2.80 | 147.62 | 7.33 | 3.05 | 6.19 | 8.50 | 7.45 | **2.23** |
| 7.200 W | 3.40 | 2.35 | 8.40 | s 5.00 | **1.53** | s 2.55 | 588.84 | | DN PALM SPRINGS<br>3.44 | 144.82 | s 7.25 | 2.58 | s 6.11 | 8.19 | 7.35 | **1.53** |
| 2,930 | 3.52 | **2.47** | 8.54 | 5.06 | 1.59 | 3.01 | 592.28 | | MONAD<br>3.56 | 141.38 | **7.14** | **2.47** | 6.00 | 7.53 | **7.14** | 1.02 |
| 3,022 | 4.05 | 3.02 | 9.08 | 5.12 | 2.04 | 3.07 | 595.84 | | RIMLON<br>3.82 | 137.82 | 7.07 | 2.41 | 5.53 | 7.40 | 6.55 | 12.43 |
| 3,013 | 4.22 | 3.18 | 9.23 | f 5.18 | 2.09 | 3.13 | 599.66 | | D EDOM<br>2.56 | 134.00 | 7.00 | 2.34 | f 5.46 | 7.27 | 6.40 | 12.23 |
| 2,995 | 4.37 | 3.25 | 9.35 | 5.22 | 2.13 | 3.18 | 602.22 | | DRY CAMP<br>5.00 | 131.44 | 6.55 | 2.30 | 5.41 | 7.15 | 6.30 | 12.13 PM |
| 3,022 | 4.55 | 3.40 | 9.55 | **5.30** | **2.22** | 3.27 | 607.22 | | MYOMA<br>4.44 | 126.44 | 6.44 | **2.22** | **5.30** | 7.00 | 6.15 | 11.50 |
| 36.658 WYTF | **5.20 PM** | 3.50 PM | 10.15 PM | 5.40 PM | **2.30 PM** | 3.35 AM | 611.66 | | DNR **INDIO** | 122.00 | 6.35 AM | 2.15 PM | **5.20 PM** | 6.45 AM | 6.00 AM | 11.30 AM |
| | Arrive Daily | Ar. Mon. Wed. and Fri. | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (66.41) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Tues. Thurs. and Sat. | Leave Daily |
| | (6.10) | (7.30) | (5.15) | (2.20) | (2.15) | (2.40) | | | Time over District. | | (2.45) | (2.30) | (2.37) | (6.00) | (6.45) | (7.09) |
| | 10.42 | 8.86 | 12.57 | 28.45 | 29.52 | 24.90 | | | Average speed per hour | | 24.15 | 25.68 | 25.12 | 11.06 | 9.84 | 9.13 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.**

Trains must procure a clearance at Indio and Beaumont.

Unless otherwise instructed by train order, all trains, other than first class, will take siding for opposing trains while ascending grades between Rimlon and Loma Linda inclusive; this does not apply to light engines; which will take siding for all trains in either direction.

East-bound trains, except first-class trains, will take siding at Beaumont unless otherwise instructed.

In addition to tests made at Initial station, air brakes on all trains must invariably be tested from rear of train at Colton, Beaumont, Palm Springs and Indio.

East-bound freight trains will stop at Cabazon, Palm Springs and Edom and west-bound freight trains at El Casco and Redlands Junction for 5 minutes, where trainmen will make careful examination of wheels under all cars in train.

Registering Stations: Redlands Junction, Beaumont, Indio, Palm Springs, Rimlon, Edom and Myoma (four latter for helper engines only).

# LOS ANGELES DIVISION: Indio and Yuma.

Eastward — FROM SAN FRANCISCO

TOWARD SAN FRANCISCO — Westward

| Length of sidings in feet, and location of scales, fuel, water and turning stations. | | THIRD CLASS | | SECOND CLASS | FIRST CLASS | | | Distance from San Francisco | | TIME TABLE No. 93 Sept. 1, 1907. | Distance from Patio | FIRST CLASS | | | SECOND CLASS | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 242 Way Freight | 500 Local Freight | 244 Sunset Freight Limited | 10 Sunset Express | 4 Golden State Limited | 8 New Orleans Passenger | | | | | 9 Sunset Express | 3 Golden State Limited | 7 California Passenger | 243 Steamer Freight Limited | 241 Way Freight | 501 Local Freight |
| | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| 36.658 | YTWF | **6.30** PM | 7.15 AM | 11.05 PM | **5.45** PM | 2.35 PM | 3.45 AM | 611.66 | DNR | **INDIO** | 122.00 | **6 25** AM | 2.10 PM | 5.10 PM | **6.03** AM | 10.20 AM | 3.55 PM |
| | | | | | | | | | | 3.40 | | | | | | | |
| 5,771 | | 6.47 | 7.30 | 11.12 | f 5.53 | 2.42 | s 3.54 | 615.06 | D | COACHELLA | 118 60 | f 6.17 | 2.04 | s 5.02 | 5.50 | 10.06 | 3.20 |
| | | | | | | | | | | 3.65 | | | | | | | |
| 4,673 | | 7.04 | 7.50 | 11.22 | f 6.01 | **2.48** | f 4.03 | 618.71 | D | THERMAL | 114.95 | f 6.09 | 1.58 | f 4.52 | 5.39 | 9.45 | **2.48** |
| | | | | | | | | | | 2.82 | | | | | | | |
| 350 | | | | | | | f | 621.53 | | DURBROW (Spur) | 112.13 | | | f | | | |
| | | | | | | | | | | 3.44 | | | | | | | |
| 9,082 | W | 7.30 | 8.30 | 11.45 | f 6.12 | 2.57 | s 4.18 | 624.97 | DN | MECCA | 108.69 | f 5.58 | 1.47 | s 4.40 | 5.23 | 9.25 | 2.15 |
| | | | | | | | | | | 4.50 | | | | | | | |
| 3,600 | | 7.44 | **8.47** | 12.05 AM | 6.20 | 3.04 | f 4.28 | 629.47 | | CALEB | 104.19 | 5.49 | **1.38** | f 4.29 | 4.55 | **8.47** | **1.38** |
| | | | | | | | | | | 4 50 | | | | | | | |
| 3,600 | | 7.58 | 9.05 | 12.25 | 6.28 | 3.11 | f **4.38** | 633.97 | | MORTMERE | 99.69 | 5.41 | 1.29 | f 4.21 | **4.38** | 8.32 | 1.10 |
| | | | | | | | | | | 4.50 | | | | | | | |
| 3,600 | | 8.12 | 9.30 | 12.45 | 6.36 | 3.18 | s 4.49 | 637.47 | DN | SALTON | 95.19 | 5.33 | 1.21 | f 4.13 | 4.20 | 8.17 | 12.50 |
| | | | | | | | | | | 5.27 | | | | | | | |
| 3,600 | | 8.30 | 9.55 | 1.05 | 6.49 | 3.31 | f 5.02 | 642.74 | | DURMID | 90.92 | 5.20 | 1.08 | f 4.00 | 4.02 | 8.00 | 12.20 PM |
| | | | | | | | | | | 4.68 | | | | | | | |
| 3,600 | | 8.43 | 10.22 | 1.21 | 6.58 | 3.38 | f **5.12** | 647.42 | DN | BERTRAM | 86.24 | **5.12** | 1.00 | f 3.52 | 3.47 | 7.45 | 11.55 |
| | | | | | | | | | | 4 30 | | | | | | | |
| 3,600 | | 8.56 | 10 37 | 1.36 | 7.06 | **3.44** | f 5.21 | 651.72 | | POPE | 81.94 | 5.04 | 12.52 | f **3.44** | 3.34 | 7.30 | 11.30 |
| | | | | | | | | | | 4.50 | | | | | | | |
| 3,600 | | 9.07 | **11.00** | 2.07 | 7.14 | 3.51 | f 5.30 | 656.22 | | FRINK | 77.44 | 4.55 | 12.45 | f 3.34 | 3.21 | 7.15 | **11.00** |
| | | | | | | | | | | 4.50 | | | | | | | |
| 3,600 | | 9.20 | 11.20 | 2.27 | 7.22 | 3.58 | f 5.39 | 660.72 | DN | VOLCANO | 72.94 | 4.46 | 12.38 | f 3.26 | 2.59 | 6.58 | 10.43 |
| | | | | | | | | | | 3.45 | | | | | | | |
| 3,600 | | 9.31 | 11.35 | **2.48** | 7.30 | 4.03 | f 5.46 | 664.17 | | TOGO | 69.49 | 4.39 | 12 33 | f 3.20 | **2.48** | 6.44 | 10.25 |
| | | | | | | | | | | 4.27 | | | | | | | |
| 7,240 | YWF | 9.55 | **12.25** | 3.25 | s 7.45 | s 4.12 | s 6.00 | 668.44 | DN | **IMPERIAL JUNC.** | 65.22 | s 4.31 | s **12.25** | s 3.12 | 2.32 | 6.30 | 10.10 |
| | | | | | | | | | | 4.00 | | | | | | | |
| 3,002 | | 10.20 | 12.45 | 3.45 | 7.55 | 4.19 | f **6.10** | 672.44 | | FLOWING WELL | 61.22 | 4.19 | 12.15 | f 2.57 | 2.18 | **6.10** | 9.22 |
| | | | | | | | | | | 2.76 | | | | | | | |
| 6,997 | | 11.00 | 1.00 | **4.16** | 8.03 | 4.24 | f 6.18 | 675.20 | DN | IRIS | 58.46 | **4.16** | 12.12 | f 2.53 | 2.12 | 5.48 | 9.15 |
| | | | | | | | | | | 4.04 | | | | | | | |
| 2,924 | | 11.44 | 1.20 | 4.35 | 8.13 | 4.32 | f 6.27 | 679.24 | | TORTUGA | 54.42 | 4.11 | 12.07 PM | 2.47 | 2.00 | 5.35 | 9.00 |
| | | | | | | | | | | 4.87 | | | | | | | |
| | Y | | | | | | | 684.11 | | MAMMOTH 'Y | 49.55 | | | | | | |
| | | | | | | | | | | 1.25 | | | | | | | |
| 3,767 | | 12.10 AM | 1.45 | **5.06** | 8.26 | 4.42 | f 6.40 | 685.36 | DN | MAMMOTH | 48.30 | 4.04 | 11.59 | f 2.39 | 1.42 | **5.06** | 8.40 |
| | | | | | | | | | | 5.50 | | | | | | | |
| 3,018 | | 12.33 | 2.02 | 5.31 | 8.36 | 4.51 | f 6.50 | 690.86 | | ACOLITA | 42.80 | 3.57 | 11.52 | 2.31 | 1.25 | 4.28 | 8.20 |
| | | | | | | | | | | 5.46 | | | | | | | |
| 2,663 | | **1.08** | **2.23** | 5.50 | 8.46 | 5.00 | f 7.00 | 696.32 | | MESQUITE | 37.34 | 3.48 | 11 46 | **2.23** | **1.08** | 3.55 | 8.05 |
| | | | | | | | | | | 2.56 | | | | | | | |
| 2,999 | | 1.16 | 2.31 | 5.56 | 8.51 | 5.05 | f 7.05 | 698.88 | D | GLAMIS | 34.78 | s **3.43** | 11.42 | f 2.18 | 1.01 | **3.43** | 7.55 |
| | | | | | | | | | | 4.91 | | | | | | | |
| 3,177 | | 1.38 | 2.48 | 6.12 | 9.00 | 5.12 | f 7.14 | 703.79 | N | RUTHVEN | 29.87 | 3.36 | 11.35 | f 2.11 | 12.44 | 3.15 | 7.40 |
| | | | | | | | | | | 6.30 | | | | | | | |
| 3,023 | | 2.03 | 3.10 | 6.33 | 9.11 | 5.23 | **7.25** | 710.09 | | DRYLYN | 23.57 | 3.27 | 11.26 | f 2.02 | 12.24 | 2.50 | **7.25** |
| | | | | | | | | | | 3.00 | | | | | | | |
| 3,600 | | 2.15 | 3.21 | 6.43 | 9.17 | 5.28 | 7.30 | 713.09 | | CACTUS | 20.57 | 3.22 | 11.21 | 1.57 | 12.11 AM | 2.41 | 7.12 |
| | | | | | | | | | | 4.30 | | | | | | | |
| 4,337 | | **2.30** | 3.45 | **6.56** | s 9.24 | 5.35 | s 7.38 | 717.39 | DN | OGILBY | 16.27 | s 3.16 | 11.15 | s 1.51 | 11.55 | **2.30** | **6.56** |
| | | | | | | | | | | 6.30 | | | | | | | |
| 3,376 | | **3.06** | 4.10 | 7.16 | 9.36 | 5.46 | f 7.48 | 723.69 | | KNOB | 9.97 | **3.06** | 11.05 | f 1.41 | 11.32 | 1.40 | 6.30 |
| | | | | | | | | | | 1.50 | | | | | | | |
| | | | | | | | f | 725.19 | | **HANLON JUNCTION** | 8.47 | | | f | | | |
| | | | | | | | | | | 2.50 | | | | | | | |
| 3,026 | | 3.56 | 4.30 | 7.29 | 9.46 | 5.56 | 8.00 | 727.69 | | ARAZ | 5.97 | 2.57 | 10.57 | 1.32 | 11.13 | 1.19 | 6.15 |
| | | | | | | | | | | 4.95 | | | | | | | |
| 2,666 | | 4.10 | 4.50 | 7.49 | 9.56 | 6.06 | 8.10 | 732.64 | | COLORADO | 1.02 | 2.47 | 10.47 | 1.22 | 10.55 | 1.07 | 6.03 |
| | | | | | | | | | | 0.44 | | | | | | | |
| | W | 4.20 AM | 5.00 PM | 8.00 AM | 10.00 PM | 6.10 PM | 8.15 AM | 733.08 | NR | **YUMA** (No Siding) | 0.58 | * 2.45 AM | * 10.45 AM | * 1.20 PM | 10.50 PM | 1.05 AM | 6.00 AM |
| | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (122.00) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | | (9.50) | (9.45) | (8.55) | (4.15) | (3.35) | (4.30) | | | Time over District | | (3.40) | (3.25) | (3.50) | (7.13) | (9.15) | (9.55) |
| | | 12.40 | 12.51 | 13.62 | 28.57 | 33.89 | 26.98 | | | Average speed per hour | | 33.10 | 35.53 | 31.46 | 16.82 | 13.13 | 12 30 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72**

Registering Stations: Indio and Yuma.

*Leaving time of No. 9 at Patio is 2:28 A. M.; of No. 3, 10:28 A. M.; of No.7, 1:03 P. M.

All trains (except first-class trains), must procure a clearance card before leaving Patio (Tucson Division), and will not be required to get a clearance at Yuma. Yuma will be considered a registering station for first-class trains only.

Operator at Patio will register first-class trains on information received from operator at Yuma, and operators will be held strictly responsible for proper transmission.

Trains must procure clearance at Indio.

Engines and trains moving from Yuma to Patio must approach lead switch to Patio Yard east of Second Street, town of Yuma, prepared to stop and not pass this switch without signal from yard man.

# LOS ANGELES DIVISION: Pasadena Branch.

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | FIRST CLASS | | | | | | | | Distance from San Francisco. | TIME TABLE No. 93 Sept. 1, 1907. | Distance from Pasadena. | FIRST CLASS | | | | | | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 64 | 54 | 52 | 46 | 38 | 36 | 34 | 32 | 28 | | | | 31 | 33 | 35 | 37 | 39 | 41 | 47 | 65 |
| | Pasadena Freight | Pasadena Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | | | | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Pasadena Freight |
| | Leave Daily Ex. Sunday | Lv. Sunday only | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Sun. Only | | STATIONS | | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Sun. Only | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday |
| | 6.25 AM | 9.50 PM | 6.20 PM | 5.15 PM | 2.40 PM | 12.01 PM | 10.05 AM | 8.20 AM | | | **LOS ANGELES** | | 7.43 AM | 8.30 AM | | 9.32 AM | 11.54 AM | 1.36 PM | 4.55 PM | |
| 9,580 | 6.50 AM | 10.07 PM | 6.39 PM | 5.32 PM | 3.01 PM | 12.20 PM | 10.23 AM | 8.38 AM | 9.25 AM | 488.41 | DNR **DOLGEVILLE**<br>2.90 | 4.80 | s 7.26 AM | s 8.11 AM | s 9.15 AM | s 9.15 AM | s11.29 AM | s 1.20 PM | s 4.32 PM | 8.05 AM |
| 1 369 | 6.57 | f10.15 | f 6.45 | f 5.40 | f 3.08 | f12.27 | f10.30 | f 8.44 | f 9.31 | 491.31 | GARFIELD AVE.<br>0.58 | 1.90 | f 7.19 | f 8.05 | f 9.09 | f 9.09 | f11.22 | f 1.14 | f 4.25 | 7.55 |
| 988 | 7.00 | f10.16 | f 6.46 | f 5.41 | f 3.09 | f12.28 | f10.31 | f 8.45 | f 9.33 | 491.89 | RAYMOND-WENTWORTH<br>1.32 | 1.32 | f 7.17 | f 8.03 | f 9.07 | f 9.07 | f11.19 | f 1.12 | f 4.23 | 7.50 |
| 5,123 WT | 7.05 AM | 10.20 PM | 6.50 PM | 5.45 PM | 3.13 PM | 12.32 PM | 10.35 AM | 8.50 AM | 9.35 AM | 493.21 | DR **PASADENA** | 0.00 | 7.15 AM | 8.00 AM | 9.05 AM | 9.05 AM | 11.17 AM | 1.10PM | 4.20 PM | 7.45 AM |
| | Arrive Daily Ex. Sunday | Ar. Sunday only | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Sun. Only | | (4.80) | | Leave Daily Ex. Sunday | Leave Daily | Leave Sun. Only | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| | (0.15)<br>19.20 | (0.13)<br>22.15 | (0.11)<br>26.18 | (0.13)<br>22.15 | (0.12)<br>24.00 | (0.12)<br>24.00 | (0.12)<br>24.00 | (0.12)<br>24.00 | (0.10)<br>28.80 | | ……Time over District……<br>……Average speed per hour…… | | (0.11)<br>26.18 | (0.11)<br>26.18 | (0.10)<br>28.80 | (0.10)<br>28.80 | (0.12)<br>24.00 | (0.10)<br>28.80 | (0.12)<br>24.00 | (0.20)<br>14.40 |

NO. 64 IS SUPERIOR TO NO. 65. NO. 32 IS SUPERIOR TO NO. 37.

Trains will stop on signal at N. Dolgeville, Bank St., So. Pasadena and California St.

Trains will procure clearance at Pasadena, No 28 will procure clearance at Dolgeville.

Registering Stations: Dolgeville and Pasadena.

## Covina and Chino Branches.

Eastward — FROM SAN FRANCISCO | TOWARD SAN FRANCISCO — Westward

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | FIRST CLASS | | | | | | Distance from San Francisco. | TIME TABLE No. 93 Sept. 1, 1907. | Distance from Branch Terminals. | FIRST CLASS | | | | | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 248 | | | | | 22 | 16 | | | | 15 | 19 | 21 | | | | 249 | | |
| | | | Colton Way Freight | | | | | Riverside Passenger | Crafton Passenger | | | | Riverside Passenger | Crafton Passenger | Inside Track Flyer | | | | Colton Way Freight | | |
| | | | Leave Daily Ex. Sunday | | | | | Leave Daily | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | | | | Arrive Daily Ex. Sunday | | |
| | | | 5.50 AM | | | | | 5.25 PM | 8.05 AM | | **LOS ANGELES** | | 8.50 AM | 4.35 PM | 6.40 PM | | | | 4.05 PM | | |
| 6,944 W | | | 7.26 AM | | | | | 6.08 PM | 8.46 AM | 498.10 | DR **BASSETT**<br>3.50 | 17.68 | s 8.06 AM | s 3.52 PM | 5.58 PM | | | | 2.35 PM | | |
| 1.820 | | | 7.35 | | | | | f 6.15 | f 8.52 | 501.60 | VINELAND<br>1.40 | 14.18 | f 7.58 | f 3.45 | 5.52 | | | | 2.20 | | |
| 2,980 | | | **7.55** | | | | | s 6.19 | s 8.56 | 503.00 | IRWINDALE<br>0.70 | 12.78 | s **7.55** | s 3.43 | f 5.49 | | | | 2.15 | | |
| 417 | | | | | | | | | | 503.70 | LATEEN (Spur)<br>1.10 | 12.08 | | | | | | | | | |
| 1,534 | | | 8.15 | | | | | f 6.23 | f 8.59 | 504.80 | AZUSA AVENUE<br>1.00 | 10.98 | f 7.52 | f 3.40 | 5.45 | | | | 2.05 | | |
| 8.224 W | | | **9.04** | | | | | s 6.27 | s **9.04** | 505.80 | D COVINA<br>0.70 | 9.98 | s 7.50 | s 3.37 | s 5.43 | | | | 2.00 | | |
| | | | | | | | | | | 506.50 | ROY (Spur)<br>0.20 | 9.28 | | | | | | | | | |
| 709 | | | 9.15 | | | | | f 6.30 | f 9.06 | 506.70 | RUDDOCK<br>0.70 | 9.08 | f 7.47 | f 3.33 | 5.40 | | | | 12.01 PM | | |
| | | | | | | | | | | 507.40 | SAVOY (Spur)<br>0.70 | 8.38 | | | | | | | | | |
| 951 | | | 9.20 | | | | | s 6.34 | s 9.09 | 508.10 | CHARTER OAK<br>2.20 | 7.68 | s 7.45 | s 3.30 | 5.38 | | | | 11.55 | | |
| 3.620 | | | 9.25 | | | | | s 6.40 | s 9.15 | 510.30 | D SAN DIMAS<br>2.10 | 5.48 | s 7.41 | s 3.26 | s 5.34 | | | | 11.50 | | |
| 3.610 | | | 9.35 | | | | | s 6.46 | s 9.21 | 512.40 | D LORDSBURG<br>3.38 | 3.38 | s 7.38 | s 3.22 | s 5.31 | | | | 11.35 | | |
| 7.799 W | | | **9.45** | | | | | s 6.55 | s 9.31 | 515.78 | DNR **POMONA** | 0.00 | 7.30 | 3.10 | 5.23 PM | | | | 11.00 AM | | |
| 7.799 W | | | **10.45** | | | | | 6.55 | 9.31 | 514.99 | DNR **POMONA**<br>1.08 | 10.89 | s 7.30 | s 3.10 | | | | | | | |
| I | | | | | | | | | | 516.97 | CR'S G.S. P L. A & S. L. RY.<br>0.38 | 9.81 | | | | | | | | | |
| 360 | | | | | | | | | | 516.45 | MOSGROVE (Spur)<br>4.16 | 9.43 | | | | | | | | | |
| 2,160 WYT | | | 11.15 | | | | | s 7.08 | s 9.41 | 520.61 | D CHINO<br>5.07 | 5.27 | s 7.17 | s 2.51 | | | | | | | |
| | | | | | | | | | | 525.68 | CR S G S. P. L. A. & S. L. RY.<br>0.20 | .20 | | | | | | | | | |
| 7,358 | | | 11.30 AM | | | | | s 7.20 PM | s 9.57 AM | 525.88 | DNR **ONTARIO** | 0.00 | 7.07 AM | 2.39 PM | | | | | | | |
| | | | Arrive Daily Ex. Sunday | | | | | Arrive Daily | Arrive Daily | | (28.57) | | Leave Daily | Leave Daily | Leave Daily | | | | Leave Daily Ex. Sunday | | |
| | | | (4.04)<br>7.02 | | | | | (1.12)<br>23.80 | (1.11)<br>24.14 | | ……Time over District……<br>……Average speed per hour…… | | (0.59)<br>29.06 | (1.13)<br>23.46 | (0.35)<br>30.30 | | | | (3.35)<br>4.93 | | |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72**

Registering Stations: Bassett, Pomona and Ontario.

# LOS ANGELES DIVISION: Duarte, and Imperial & Gulf Branches.

## Duarte Branch.

Eastward — FROM SAN FRANCISCO — THIRD CLASS | TIME TABLE No. 93, Sept. 1, 1907. | TOWARD SAN FRANCISCO — THIRD CLASS — Westward

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | | 66<br>Mixed<br>Leave Daily Ex. Sunday | Distance from San Francisco. | | STATIONS | Distance from Duarte | 67<br>Mixed<br>Arrive Daily Ex. Sunday |
|---|---|---|---|---|---|---|---|
| | | 6.25 AM | | | **LOS ANGELES** | | 4.25 PM |
| 9.580 | | 9.40 AM | 488.41 | DNR | **DOLGEVILLE** | 12.40 | s 3.15 PM |
| | | | | | 1.80 | | |
| 756 | | s 9.50 | 490.21 | | NORTH ALHAMBRA | 10.60 | s 3.00 |
| | | | | | 0.70 | | |
| 1 147 | | f 9.55 | 490.91 | | EAST ALHAMBRA | 9.90 | f 2.50 |
| | | | | | 1.40 | | |
| 2.000 | | f10.00 | 492.31 | | SAN MARINO | 8.50 | f 2.45 |
| | | | | | 2.00 | | |
| 668 | | f10.20 | 494.31 | | CHAPMAN | 6.50 | f 2.30 |
| | | | | | 2.90 | | |
| 1,204 | | s10.35 | 497.21 | | ARCADIA | 3.60 | s 2.15 |
| | | | | | 0.09 | | |
| | I | | 497.30 | | CROSSING A. T. & S. F. RY. | 3.51 | |
| | | | | | 1.51 | | |
| 3.519 | W | s10.45 | 498.81 | D | MONROVIA | 2.00 | s 2.05 |
| | | | | | 2.00 | | |
| 3.260 | W | 11.15 AM | 500.81 | DR | **DUARTE** | 0.00 | 1.45 PM |
| | | Arrive Daily Ex. Sunday | | | (12.40) | | Leave Daily Ex. Sunday |
| | | (1.35) | | | Time over District | | (1.30) |
| | | 7.93 | | | Average speed per hour | | 8.26 |

**NOTE—Trains will stop on signal at Main St. (West Alhambra), Almansor St., Northsan, Lake Vineyard, Baldwin Ave. and Buena Vista Ave.**

**Registering Stations: Dolgeville and Duarte.**

**Trains must procure clearance at Duarte and Dolgeville.**

**No. 66 is superior to No. 67**

## Imperial & Gulf Branch.

Eastward — FROM SAN FRANCISCO — FIRST CLASS | TIME TABLE No. 93, Sept. 1, 1907. | TOWARD SAN FRANCISCO — FIRST CLASS — Westward

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | | 504<br>Passenger<br>Leave Daily | 502<br>Mixed<br>Leave Daily | Distance from San Francisco. | | STATIONS | Distance from Calexico | 503<br>Passenger<br>Arrive Daily | 505<br>Mixed<br>Arrive Daily |
|---|---|---|---|---|---|---|---|---|---|
| 7.240 | WYF | 8.00 PM | 6.30 AM | 668.44 | DNR | **IMPERIAL JUNC.** | 40.40 | 2.30 PM | 3.20 AM |
| | | | | | | 4.50 | | | |
| 1.827 | | f 8.10 | f 6.45 | 672.94 | | ESTELLE | 35.90 | f 2.17 | f 2.55 |
| | | | | | | 4.50 | | | |
| 1.801 | | f 8.20 | f 7.00 | 677.44 | | BERNICE | 31.40 | f 2.06 | f 2.30 |
| | | | | | | 4.30 | | | |
| 1.772 | | f 8.30 | f 7.15 | 681.74 | | ROCKWOOD | 27.10 | f 1.54 | f 2.05 |
| | | | | | | 4.80 | | | |
| 1.804 | | s 8.45 | s 7.55 | 686.54 | D | BRAWLEY | 22.30 | s 1.42 | s 1.45 |
| | | | | | | 4.40 | | | |
| 1.891 | | f 8.55 | f 8.10 | 690.94 | | KEYSTONE | 17.90 | f 1.29 | f12.50 |
| | | | | | | 5.00 | | | |
| 5.082 | WY | s 9.15 | 8.25<br>9.00 | 695.94 | D | IMPERIAL | 12.90 | s 1.12 | s12.30 AM |
| | | | | | | 3.50 | | | |
| 2,376 | | s 9.27 | s 9.40 | 699.34 | D | **EL CENTRO** | 9.50 | s12.48 | s11.25 |
| | | | | | | 5.10 | | | |
| 4,441 | | f 9.40 | f10.00 | 704.44 | | HEBER | 4.40 | f12.38 | f10.55 |
| | | | | | | 4.40 | | | |
| 4.961 | WTYF | 10.00 PM | 10.30 AM | 708.84 | DR | **CALEXICO** | 0.00 | 12.30 PM | 10.40 PM |
| | | Arrive Daily | Arrive Daily | | | (40.40) | | Leave Daily | Leave Daily |
| | | (2.00) | (4.00) | | | Time over District | | (2.00) | (4.40) |
| | | 20.16 | 10.08 | | | Average speed per hour | | 20.16 | 8.65 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions No. 502 is superior to No. 503 and No. 504 is superior to No. 505.**

**Registering Stations: Imperial Junction and Calexico.**

**Trains must procure clearance at Imperial Junction and Calexico.**

## LOS ANGELES DIVISION: Riverside, San Bernardino, Redlands Junction and Crafton.

Eastward

FROM SAN FRANCISCO

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | | 236 | 234 | 232 | 230 | 228 | 226 | 224 | 222 | 220 | 218 | 216 | 214 | 212 | 210 | 208 | 206 | 204 | 202 | 200 | Distance from San Francisco, via Colton. | | TIME TABLE No. 93 Sept. 1, 1907. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | THIRD CLASS | FIRST CLASS | | | | | | | | | | | | | | | | | | | | |
| | | S. P., L. A. & S. L. Freight | S. P., L. A. & S. L. Passenger | Passenger | S. P., L. A. & S. L. Passenger | Passenger | S. P., L. A. & S. L Passenger | Passenger | Passenger | Inside Track Flyer | S. P., L. A. & S. L. Passenger | Passenger | S. P., L. A. & S. L. Passenger | S. P., L. A. & S. L. Passenger | Passenger | Passenger | Passenger | Passenger and Freight | Riverside Passenger | S. P., L. A. & S. L. Passenger | | | |
| | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | **STATIONS** |
| 955 | TW | | | 7.32 PM | | 5.59 PM | | 4.17 PM | 2.40 PM | 1.40 PM | | 11.42 AM | | | 10.15 AM | 9.17 AM | 7.30 AM | | 6.20 AM | | 547.27 | DR | **MARKET ST.** (Riversid )<br>1.20 |
| | | | | f 7.35 | | f 6.02 | | f 4.20 | f 2.43 | 1.43 | | f11.45 | | | f10.18 | 9.20 | f 7.33 | | 6.23 | | 546.07 | DNR | **RIVERSIDE JUNC.** |
| 13,094 | | | | | | | | | | | | | | | | | | | | | 546.87 | DR | **RIVERSIDE**<br>0.73 |
| | I | | | | | | | | | | | | | | | | | | | | 546.14 | | CROSSING A. T. & S. F. RY.<br>0.07 |
| | | 1.15 AM | 10.05 PM | 7.35 | 7.25 PM | 6.02 | 5.41 PM | 4.20 | 2.43 | 1.43 | 1.01 PM | 11.45 | 11.35 AM | 10.35 AM | 10.18 | 9.20 | 7.33 | | 6.23 | 5.35 AM | 546.07 | DNR | **RIVERSIDE JUNC.**<br>1.62 |
| | I | | | | | | | | | | | | | | | | | | | | 544.45 | | CROSSING A. T. & S. F. RY.<br>0.68 |
| 1,158 | | 1.22 | 10.10 | f 7.40 | 7.30 | f 6.07 | 5.46 | f 4.25 | f 2.48 | 1.48 | 1.06 | f11.50 | 11.40 | 10.39 | f10.23 | f 9.25 | f 7.38 | | f 6.29 | **5.40** | 543.77 | | ORANGE CENTER<br>0.80 |
| 1,633 | | 1.24 | 10.13 | f 7.42 | 7.32 | f **6.11** | 5.48 | f 4.27 | f 2.50 | 1.50 | 1.10 | f11.53 | 11.43 | **10.43** | f10.25 | f 9.27 | f 7.40 | | f **6.31** | 5.42 | 542.97 | | HIGHGROVE<br>3.30 |
| 45,058 | WYTOF | 1.35 AM | 10.20 PM | **7.50**<br>**7.55** | **7.40**<br>**7.45** | **6.19**<br>**6.27** | s 5.56 | **4.35**<br>**4.48** | 2.58<br>3.07 | **1.57** PM | s 1.18 | **12.01** PM<br>**12.05** | 11.50 AM | s**10.50** | **10.33**<br>**10.40** | **9.35**<br>**9.45** | **7.48**<br>**7.52** | 6.45 AM | **6.37** AM | s 5.50 | 539.67 | DNR | **COLTON**<br>0.93 |
| | | | | | | | | | | | | | | | | | | | | | 540.60 | | TANNER (Spur)<br>2.22 |
| | I | | | | | | | | | | | | | | | | | | | | 542.72 | | CROSSING A. T. & S. F. RY.<br>0.48 |
| 830 | WYF | | | 8.04 PM | 7.54 PM | 6.36 PM | 6.06 PM | 4.57 PM | 3.16 PM | | 1.28 PM | 12.14 PM | | **11.00** AM | 10.49 AM | 9.54 AM | 8.01 AM | 6.55 AM | | 6.00 AM | 543.20 | DR | **SAN BERNARDINO** |
| | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (11.13) |
| | | (0.20) | (0.15) | (0.32) | (0.29) | (0.37) | (0.25) | (0.40) | (0.36) | (0.17) | (0.27) | (0.32) | (0.15) | (0.25) | (0.34) | (0.37) | (0.31) | (0.10) | (0.17) | (0.25) | | | ........................Time over District......... |
| | | 19.20 | 25.60 | 20.86 | 20.00 | 18.04 | 24.71 | 16.68 | 18.47 | 26.82 | 22.04 | 20.86 | 25.60 | 24.71 | 19.44 | 18.04 | 21.54 | 21.18 | 26.82 | 24.71 | | | ......................Average speed per hour....... |

Eastward

FROM SAN FRANCISCO

| Length of sidings in feet, and locations of Scales, Fuel, Water and Turning Stations. | | 250 | 20 | 312 | 310 | 308 | 18 | 306 | 16 | 304 | Distance from San Francisco, via Redlands Junc. | | TIME TABLE No. 93 Sept. 1, 1907. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | THIRD CLASS | FIRST CLASS | | | | | | | | | | |
| | | Way Freight | Crafton Express | Motor | Motor | Motor | Inside Track Flyer | Motor | Covina Chino & Crafton Passenger | Motor | | | |
| | | Leave Daily Ex.Monday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | **STATIONS** |
| 830 | WYF | | | 4.50 PM | | 2.10 PM | | | | | 552.82 | DR | **SAN BERNARDINO**<br>7.17 |
| | | | | 5.10 | | 2.30 | | | | | 545.65 | R | **MOTOR JUNC.** |
| 8,992 | | 2.45 AM | 6.40 PM | 5.16 | 3.23 PM | | 2.15 PM | 12.18 PM | 10.46 AM | 9.25 AM | 545.25 | DNR | **REDLANDS JUNC.**<br>0.40 |
| | | 2.49 | s 6.42 | s 5.18 | s 3.25 | s 2.30 | 2.16 | s12.20 | s10.48 | s 9.27 | 545.65 | R | **MOTOR JUNC.**<br>2.80 |
| 9.018 | WT | 3.00 | s 6.50 | **5.28** PM | 3.33 PM | 2.40 PM | 2.25 PM | 12.29 PM | s10.58 | 9.36 AM | 548.45 | DR | **REDLANDS**<br>1.50 |
| | | 3.15 | f 6.57 | | | | | | f11.05 | | 549.95 | | EASTBERNE<br>0.71 |
| | | | | | | | | | | | 550.66 | | WARNER (Spur)<br>0.79 |
| 1,055 | | 3.25 | f 7.02 | | | | | | f11.10 | | 551.45 | | MENTONE<br>1.00 |
| 4,106 | YT | 4.25 AM | 7.10 PM | | | | | | 11.15 AM | | 552.45 | DR | **CRAFTON** |
| | | Arrive Daily Ex.Monday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (13.97) |
| | | (1.40) | (0.30) | (0.38) | (0.10) | (0.30) | (0.10) | (0.11) | (0.29) | (0.11) | | | ........................Time over District......... |
| | | 4.20 | 14.00 | 15.84 | 19.20 | 14.00 | 19 .20 | 17.45 | 14.88 | 17.45 | | | ....................Average speed per hour...... |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions—Nos. 210 and 212 are superior to Nos. 215 and 217.**

Motors only will stop on signal at Bolan, Smith, Idlewild, Victoria, Tippecanoe, Race Track, Mill School House, Brinkmyer and Iowa Avenue.
First-class trains, except Salt Lake trains and Nos. 202, 217, 220, and 237, will stop on signal at Mill Street, Urbita, Bethune, Grand Terrace and Chicago Ave.
Registering Stations: Market Street, Riverside Junction, Riverside, Colton, San Bernardino, Redlands Junction, Motor Junction, Redlands and Crafton.
Riverside and San Bernardino Branch trains must procure clearance at Market St., San Bernardino, and Colton passenger station. East-bound trains will get a clearance at Riverside Junction.
Crafton Branch trains must procure clearance at Crafton, Redlands, Redlands Junction and San Bernardino.

## LOS ANGELES DIVISION: Crafton, Redlands Junction, San Bernardino and Riverside.

### TOWARD SAN FRANCISCO

Westward

| TIME TABLE No. 93 Sept. 1, 1907. | Distance from San Bernardino. | FIRST CLASS | | | | | | | | | | | | | | | | | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 203 | 205 | 207 | 209 | 211 | 213 | 215 | 217 | 219 | 221 | 223 | 225 | 227 | 229 | 231 | 233 | 235 | 237 | 245 |
| | | S. P., L. A. & S. L. Passenger | S. P., L. A. & S. L. Passenger | Passenger | Passenger | S. P., L. A. & S. L. Passenger | Passenger | Passenger | Inside Track Flyer | S. P., L. A. & S. L. Passenger | Passenger | Passenger | S. P., L. A. & S. L. Passenger | S. P., L. A. & S. L. Passenger | Passenger | S. P., L. A. & S. L. Passenger | Passenger | Passenger and Freight | Riverside Passenger | S. P., L. A. & S. L. Freight |
| STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily |
| DR **MARKET ST.** (Riv rsid ) | 11.13 | | | 6.55 AM | 8.10 AM | | 10.00 AM | 10.53 AM | 11.08 AM | | 12.23 PM | 2.28 PM | | | 5.08 PM | | 6.42 PM | | 8.10 PM | |
| 1.20 | | | | | | | | | | | | | | | | | | | | |
| DNR **RIVERSIDE JUNC.** | 9.93 | | | 6.52 | 8.07 | | 9.57 | 10.50 | 11.04 | | 12.20 | 2.25 | | | 5.05 | | 6.39 | | 8.05 | |
| DR **RIVERSIDE** | 10.73 | | | | | | | | | | | | | | | | | | | |
| 0.73 | | | | | | | | | | | | | | | | | | | | |
| CROSSING A. T. & S. F. RY. | 10.00 | | | | | | | | | | | | | | | | | | | |
| 0.07 | | | | | | | | | | | | | | | | | | | | |
| DNR **RIVERSIDE JUNC.** | 9.93 | 5.45 AM | 6.40 AM | f 6.52 | f 8.07 | 8.40 AM | 9 57 | f10.50 | 11.04 | 11.21 AM | f12.20 | f 2.25 | 2.35 PM | 4.50 PM | f 5.05 | 6.22 PM | f 6 39 | | f 8.05 | 12.05 AM |
| 1.62 | | | | | | | | | | | | | | | | | | | | |
| CROSSING A. T. & S. F. RY. | 8.31 | | | | | | | | | | | | | | | | | | | |
| 0.68 | | | | | | | | | | | | | | | | | | | | |
| ORANGE CENTER | 7.63 | **5.40** | 6.34 | f 6.47 | f 8.02 | 8.35 | f 9.52 | f10.45 | 10.59 | 11.16 | f12.15 | f 2.17 | 2.27 | 4.45 | f 5.00 | 6.15 | f 6.34 | | f 7.59 | 11.59 |
| 0.80 | | | | | | | | | | | | | | | | | | | | |
| HIGHGROVE | 6.83 | 5.37 | **6.31** | f 6.45 | f 8.00 | 8.33 | f 9.50 | f**10.43** | 10.57 | 11.14 | f12.13 | f 2.15 | 2.25 | 4.43 | f 4.58 | **6.11** | f 6.32 | | f 7.57 | 11.57 |
| 3.30 | | | | | | | | | | | | | | | | | | | | |
| DNR **COLTON** | 3.53 | 5.30 AM | s 6.23 | **6.37**<br>6.34 | **7.52**<br>**7.47** | s 8.23 | **9.42**<br>**9.35** | **10.35**<br>**10.15** | **10.50 AM** | s11.08 | **12.05 PM**<br>**11.55** | **2.08**<br>**1.57** | s **2.18** | s **4.35** | **4.50**<br>**4.44** | 6.03 PM | **6.24**<br>**6.19** | **7.45 PM** | **7.52 PM** | 11.50 PM |
| 0.93 | | | | | | | | | | | | | | | | | | | | |
| TANNER (Spur) | 2.60 | | | | | | | | | | | | | | | | | | | |
| 2.22 | | | | | | | | | | | | | | | | | | | | |
| CROSSING A. T. & S. F. RY. | 0.48 | | | | | | | | | | | | | | | | | | | |
| 0.48 | | | | | | | | | | | | | | | | | | | | |
| DR **SAN BERNARDINO** | 0.00 | | 6.15 AM | 6.25 AM | 7.35 AM | 8.15 AM | 9.25 AM | 10.05 AM | | **11.00 AM** | 11.45 AM | 1.50 PM | 2.10 PM | 4.25 PM | 4.35 PM | | 6.10 PM | 7.35 PM | | |
| (11.13) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily |
| ........Time over District.......................... | | (0.15) | (0.25) | (0.30) | (0.35) | (0.25) | (0.35) | (0.48) | (0.18) | (0.21) | (0.38) | (0.38) | (0.25) | (0.25) | (0.33) | (0.19) | (0.32) | (0.10) | (0.18) | (0.15) |
| .......Average speed per hour...................... | | 25.60 | 24.71 | 22.26 | 18.90 | 24.71 | 18.90 | 13.91 | 25.33 | 28.37 | 17.84 | 17.84 | 24.71 | 24.71 | 20.25 | 20.21 | 20.86 | 21.18 | 25.33 | 25.60 |

### TOWARD SAN FRANCISCO

Westward

| TIME TABLE No. 93 Sept. 1, 1907. | Distance from Crafton. | FIRST CLASS | | | | | | | | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 17 | 303 | 305 | 307 | 19 | 309 | 311 | 21 | 317 | 251 |
| | | Crafton Express | Motor | Motor | Motor | Crafton Passenger | Motor | Motor | Inside Track Flyer | Motor | Way Freight |
| STATIONS | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Dailv | Arrive Daily | Arrive Daily Ex. Sunday |
| DR **SAN BERNARDINO** | 13.97 | | | | 1.50 PM | | | 4.40 PM | | | |
| 7.17 | | | | | | | | | | | |
| R **MOTOR JUNC.** | 6.80 | | | | 1.29 | | | 4.18 | | | |
| DNR **REDLANDS JUNC.** | 7.00 | s 7.38 AM | 9.18 AM | 12.11 PM | | s 1.50 PM | 3.15 PM | | s 4.32 PM | 5.12 PM | 5.50 PM |
| 0.40 | | | | | | | | | | | |
| R **MOTOR JUNC.** | 6.80 | s 7.36 | s 9.16 | s12.09 | s 1.29 | s 1.49 | s 3.13 | s 4.18 | 4.31 | s 5.10 PM | 5.40 |
| 2.80 | | | | | | | | | | | |
| DR **REDLANDS** | 4.00 | s 7.28 | 9.08 AM | 12.01 PM | 1.20 PM | s 1.43 | 3.05 PM | 4.10 PM | 4.25 PM | | **5.28** |
| 1.50 | | | | | | | | | | | |
| EASTBERNE | 2.50 | f 7.22 | | | | f 1.32 | | | | | 5.10 |
| 0.71 | | | | | | | | | | | |
| WARNER (Spur) | 1.79 | | | | | | | | | | |
| 0.79 | | | | | | | | | | | |
| MENTONE | 1.00 | f 7.19 | | | | f 1.29 | | | | | 5.05 |
| 1.00 | | | | | | | | | | | |
| DR **CRAFTON** | 0.00 | 7.15 AM | | | | 1.25 PM | | | | | 5.00 PM |
| (13.97) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday |
| .........Time over District...................... | | (0.23) | (0.10) | (0.10) | (0.30) | (0.25) | (0.10) | (0.30) | (0.07) | (0.02) | (0.50) |
| ........Average speed per hour.................. | | 18.26 | 19.20 | 19.20 | 14.00 | 16.40 | 19.20 | 14.00 | 27.42 | 12.00 | 8.40 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 Exceptions—Nos. 210 and 212 are superior to Nos. 215 and 217.**

## LOS ANGELES DIVISION: Los Angeles and Florence.

Eastward

FROM SAN FRANCISCO

| Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | | | FIRST CLASS | | | | | | | | | | | | | | Distance from San Francisco. | | TIME TABLE<br>No. 93<br>Sept. 1, 1907. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 108 | 156 | 154 | 88 | | | | | | | 104 | 120 | 142 | 102 | 74 | 176 | 140 | 100 | | | | |
| | | Santa Ana Freight | San Pedro Freight | Long Beach & San Pedro Freight | Santa Monica Freight | | | | | | | Newport Beach Passenger | Whittier Mixed | San Pedro Passenger | Santa Ana Passenger | Port Los Angeles Passenger | Long Beach Passenger | San Pedro Passenger | Newport Beach Passenger | | | | |
| | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | | | | | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | | | **STATIONS** | |
| 16.310 YWTOF | | 10.35 PM | 10.03 AM | 4.30 AM | 3.45 AM | | | | | | | 5.10 PM | 2.20 PM | 2.10 PM | 2.00 PM | 10.00 AM | 9.50 AM | 9.05 AM | 8.30 AM | 484.16 | Auto. Signals | DNR **LOS ANGELES** | Double Track |
| | | | | | | | | | | | | | | | | | | | | | | 1.70 | |
| | | 10.43 | 10.11 | 4.38 | 3.55 AM | | | | | | | f 5.15 | f 2.25 | 2.14 | 2.05 | s10.05 AM | 9.55 | f 9.10 | f 8.35 | 485.86 | | **CLEMENT JUNC.** | |
| | | | | | | | | | | | | | | | | | | | | | | 1.00 | |
| 1,498 | | 10.47 | 10.16 | 4.42 | | | | | | | | f 5.17 | f 2.27 | 2.16 | 2.07 | | 9.57 | f 9.12 | f 8.37 | 486.86 | | VERNONDALE | |
| | | | | | | | | | | | | | | | | | | | | | | 0.92 | |
| I | | | | | | | | | | | | | | | | | | | | 487.78 | | CR'SNG A. T. & S. F. RY. | |
| | | | | | | | | | | | | | | | | | | | | | | 0.28 | |
| 1,382 | | 10.51 | 10.22 | 4.46 | | | | | | | | 5.19 | 2.29 | 2.18 | 2.09 | | 9.59 | 9.14 | 8.39 | 488.06 | | DODSWORTH | |
| | | | | | | | | | | | | | | | | | | | | | | 1.50 | |
| 2,688 YW | | 11.07 PM | 10.31 AM | 4.58 AM | | | | | | | | s 5.22 PM | s 2.31 PM | s 2.21 | s 2.12 PM | | s10.01 AM | s 9.16 AM | s 8.43 AM | 489.56 | | DR **FLORENCE** | |
| | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | | | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | | | (5.40) | |
| | | (0.32) | (0.28) | (0.28) | (0.10) | | | | | | | (0.12) | (0 11) | (0.11) | (0.12) | (0.05) | (0.11) | (0.11) | (0.13) | | | ……Time over District…… | |
| | | 10.12 | 11.57 | 11.57 | 10.20 | | | | | | | 27.00 | 29.45 | 29.45 | 27.00 | 20.40 | 29.45 | 29.45 | 24.92 | | | ……Average speed per hour…… | |

Trains will stop at Nadeau Park, on signal.
Trains must procure clearance at Los Angeles.
Registering Stations: Los Angeles and Florence.

## Whittier Branch.

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | FIRST CLASS | | | | | | Distance from San Francisco. | TIME TABLE<br>No. 93<br>Sept. 1, 1907. | Distance from Whittier. | FIRST CLASS | | | | | | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 124 | | | | | 122 | 120 | | | | 113 | 119 | | | | | 123 | | |
| | | | Freight | | | | | Mixed | Mixed | | | | Mixed | Mixed | | | | | Freight | | |
| | | | Leave Daily Ex. Sunday | | | | | Leave Daily Ex. Sunday | Leave Daily | | **STATIONS** | | Arrive Daily | Arrive Daily Ex. Sunday | | | | | Arrive Daily Ex. Sunday | | |
| | | | | | | | | | 2.20 PM | | **LOS ANGELES** | | 9.25 AM | | | | | | | | |
| 2,317 | | | 7.00 AM | | | | | 4.20 PM | 2.46 PM | 497.79 | R **STUDEBAKER** | 5.90 | s 8.45 AM | 4.15 PM | | | | | 6.55 AM | | |
| | | | | | | | | | | | 2.10 | | | | | | | | | | |
| 1,353 | | | 7.06 | | | | | f 4.24 | f 2.50 | 499.89 | FULTON WELLS | 3.80 | f 8.39 | f 3.50 | | | | | 6.52 | | |
| | | | | | | | | | | | 1.10 | | | | | | | | | | |
| 1,000 | | | 7.09 | | | | | f 4.27 | f 2.53 | 500.99 | LOS NIETOS | 2.70 | f 8.35 | f 3.45 | | | | | 6.50 | | |
| | | | | | | | | | | | 0.12 | | | | | | | | | | |
| I | | | | | | | | | | 501.11 | CROSSING A. T. & S. F. RY. | 2.58 | | | | | | | | | |
| | | | | | | | | | | | 1.58 | | | | | | | | | | |
| 2,074 | | | 7.15 | | | | | f 4.31 | f 2.56 | 502.69 | EVERGREEN STREET | 1.00 | f 8.28 | f 3.40 | | | | | 6.47 | | |
| | | | | | | | | | | | 1.00 | | | | | | | | | | |
| 2.616 TW | | | 7.35 AM | | | | | 4.40 PM | 3.00 PM | 503.69 | DR **WHITTIER** | 0.00 | 8.25 AM | 3.35 PM | | | | | 6.45 AM | | |
| | | | Arrive Daily Ex. Sunday | | | | | Arrive Daily Ex. Sunday | Arrive Daily | | (5.90) | | Leave Daily | Leave Daily Ex. Sunday | | | | | Leave Daily Ex. Sunday | | |
| | | | (0.35) | | | | | (0.20) | (0.14) | | ……Time over District…… | | (0.20) | (0.40) | | | | | (0 10) | | |
| | | | 10.11 | | | | | 17.70 | 25.28 | | ……Average speed per hour…… | | 17.70 | 8.85 | | | | | 35.40 | | |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 Exceptions—No. 124 is superior to No. 113, No. 120 is superior to No. 119.**

Registering Stations: Studebaker and Whittier.
Trains must procure clearance at Whittier.

## LOS ANGELES DIVISION: Florence and Los Angeles.

| | TIME TABLE No. 93 Sept. 1, 1907. | | Distance from Florence. | TOWARD SAN FRANCISCO | | | | | | | | | | | | Westward |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | FIRST CLASS | | | | | | | | | THIRD CLASS | | | |
| | | | | 103 | 113 | 143 | 177 | 105 | 79 | 107 | 147 | 149 | 91 | 151 | 153 | 109 |
| | | | | Newport Beach Passenger | Whittier Mixed | San Pedro Passenger | Long Beach Passenger | Santa Ana Passenger | Port Los Angeles Passenger | Newport Beach Passenger | San Pedro Passenger | San Pedro Passenger | Santa Monica Freight | Long Beach & San Pedro Freight | San Pedro Freight | Santa Ana Freight |
| | STATIONS | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Sunday Only | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| Auto. Signals | DNR **LOSANGELES** | Double Track | 5.40 | 8.26 AM | 9.25 AM | 10.45 AM | 11.44 AM | 11.50 AM | 1.48 PM | 4.50 PM | 6.15 PM | 9.48 PM | 8.12 AM | 9.10 AM | 1.20 PM | 8.35 PM |
| | 1.70 | | | | | | | | | | | | | | | |
| | **CLEMENT JUNC.** | | 3.70 | 8.21 | 9.19 | 10.40 | 11.39 | 11.44 | 1.41 PM | f 4.45 | 6.10 | 9.43 | 8.00 AM | 8.58 | 1.14 | 8.26 |
| | 1.00 | | | | | | | | | | | | | | | |
| | VERNONDALE | | 2.70 | f 8.18 | 9.16 | 10.37 | 11.37 | 11.42 | | f 4.43 | 6.08 | 9.41 | | 8.52 | 1.09 | 8.22 |
| | 0.92 | | | | | | | | | | | | | | | |
| | CR'SNG A T. & S. F. RY. | | 1.78 | | | | | | | | | | | | | |
| | 0.28 | | | | | | | | | | | | | | | |
| | DODSWORTH | | 1.50 | 8.15 | 9.13 | 10.34 | 11.34 | 11.40 | | 4.40 | 6.05 | 9.38 | | 8.47 | 1.05 | 8.16 |
| | 1.50 | | | | | | | | | | | | | | | |
| | R **FLORENCE** | | 0.00 | 8.12 AM | 9.10 AM | **10.31** AM | 11.31 AM | 11.38 AM | | 4.37 PM | 6.03 PM | 9.36 PM | | 8.42 AM | 12.55 PM | 8.10 PM |
| | (5.40) | | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex.Sunday | Leave Sunday Only | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | Time over District | | | (0.14) | (0.15) | (0.14) | (0.13) | (0.12) | (0.07) | (0.13) | (0.12) | (0.12) | (0.12) | (0.28) | (0.25) | (0.25) |
| | Average speed per hour | | | 23.14 | 21.60 | 23.14 | 24.92 | 27.00 | 14.37 | 24.92 | 27.00 | 27.00 | 8.52 | 11.57 | 12.96 | 12.96 |

Trains will stop at Nadeau Park on signal.

## Los Alamitos Branch.

| Eastward From San Francisco | | | | | TIME TABLE No. 93 Sept. 1, 1907. | | Toward S. Fran. West. | | |
|---|---|---|---|---|---|---|---|---|---|
| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | | FIRST CLASS | | Distance from San Francisco. | | Distance from Los Alamitos. | FIRST CLASS | | |
| | | 198 | 282 | | | | 193 | 271 | 287 |
| | | Passenger | Mixed | | | | Passenger | Mixed | Mixed |
| | | Leave Daily | Leave Daily Ex. Sunday | | STATIONS | | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| 3 560 | YW | 6.03 PM | 11.51 AM | 509.49 | DR **WEST ANAHEIM** | 9.30 | 9.45 AM | 11.36 AM | s 2.09 PM |
| | | | | | 1.62 | | | | |
| | | 6.06 | f11.56 | 511.11 | NEFF (Spur) | 7.68 | 9.42 | 11.31 | f 2.05 |
| | | | | | 0.98 | | | | |
| 494 | | 6.08 | f11.59 | 512.09 | NUTWOOD (Spur) | 6.70 | 9.40 | 11.29 | f 2.02 |
| | | | | | 1.90 | | | | |
| 1,790 | | 6.12 | f12.04 PM | 513.99 | BENEDICT | 4.80 | 9.36 | 11.25 | f 1.57 |
| | | | | | 0.60 | | | | |
| | Y | 6.13 PM | 12.05 | 514.59 | R BENEDICT JUNCTION | 4.20 | 9.35 AM | 11.23 AM | 1.55 |
| | | | | | 4.20 | | | | |
| 12,917 | TWO | | 12.15 PM | 518.79 | DR **LOS ALAMITOS** | 0.00 | | | 1.45 PM |
| | | Arrive Daily | Arrive Daily Ex. Sunday | | (9.30) | | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | | (0.10) | (0.24) | | Time over District | | (0.10) | (0.13) | (0.24) |
| | | 30.60 | 23.25 | | Average speed per hour | | 30.60 | 23.54 | 23.25 |

## Newport Beach and Benedict Junction

| Eastward From San Francisco | | | | TIME TABLE No. 93 Sept. 1, 1907. | | Toward S. Fran. West. | |
|---|---|---|---|---|---|---|---|
| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | | FIRST CLASS | Distance from San Francisco | | Distance from Newport Beach | FIRST CLASS | |
| | | 198 | | | | 193 | 271 |
| | | Passenger | | | | Passenger | Mixed |
| | | Leave Daily | | STATIONS | | Arrive Daily | Arrive Daily Ex. Sunday |
| | Y | 6.13 PM | 514.59 | R **BENEDICT JUNCTION** | 15.77 | 9.35 AM | 11.18 AM |
| | | | | 3.10 | | | |
| | | s 6.21 | 517.69 | WESTMINSTER | 12.67 | s 9.27 | f11.05 |
| | | | | 2.10 | | | |
| 2,020 | | s 6.27 | 519.79 | SMELTZER | 10.57 | s 9.21 | s10.48 |
| | | | | 1.00 | | | |
| 1,978 | W | s 6.30 | 520.79 | WINTERSBURG | 9.57 | s 9.18 | s10.30 |
| | | | | 1.38 | | | |
| 402 | | f 6.34 | 522.17 | WIEBLING (Spur) | 8.19 | f 9.14 | f10.25 |
| | | | | 0.42 | | | |
| 479 | | f 6.36 | 522.59 | LA BOLSA (Spur) | 7.77 | f 9.12 | f10.23 |
| | | | | 0.41 | | | |
| 478 | | f 6.38 | 523.00 | NORTHAM (Spur) | 7.36 | f 9.10 | f10.20 |
| | | | | 0.56 | | | |
| 1,350 | | f 6.40 | 523.56 | NEWLAND | 6.80 | f 9.08 | f10.15 |
| | | | | 1.10 | | | |
| 631 | | s 6.44 | 524.66 | HUNTINGTON BEACH | 5.70 | s 9.04 | s10.05 |
| | | | | 5.70 | | | |
| 2,116 | Y | 6.58 PM | 530.36 | DR **NEWPORT BEACH** | 0.00 | 8.50 AM | 9.45 AM |
| | | Arrive Daily | | (15.77) | | Leave Daily | Leave Daily Ex. Sunday |
| | | (0.45) | | Time over District | | (0.45) | (1.33) |
| | | 21.03 | | Average speed per hour | | 21.03 | 10.17 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.**

Trains must procure clearance at West Anaheim and Los Alamitos.
Trains will stop at Clair on signal.
Registering Stations: West Anaheim, Benedict Junction and Los Alamitos.

Registering Stations: Newport Beach and Benedict Junction.
Trains must procure clearance at Newport Beach.

## LOS ANGELES DIVISION: Florence, Studebaker, West Anaheim, Santa Ana and Newport Beach.

**Eastward**

## FROM SAN FRANCISCO

TIME TABLE
No. 93
Sept. 1, 1907.

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | | THIRD CLASS | FIRST CLASS | | | | | | | | | | | Distance from San Francisco. | | STATIONS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 108 | 274 | 104 | 276 | 196 | 120 | 102 | 272 | 194 | 100 | 270 | 192 | | | |
| | | Santa Ana Freight | Mixed | Newport Beach Passenger | Mixed | Passenger | Whittier Mixed | Santa Ana Passenger | Mixed | Passenger | Newport Beach Passenger | Mixed | Passenger | | | |
| | | Leave Daily Ex. Sunday | Leave Wednesday Only | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday and Wed. | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | | | |
| 16,310 | YTWOF | 10.35 PM | | 5.10 PM | | | 2.20 PM | 2.00 PM | | | 8.30 AM | | | | | **LOS ANGELES** |
| 2,688 | YRW | 11.07 PM | | 5.22 PM | | | 2.31 PM | 2.12 PM | | | 8.43 AM | | | 489.56 | DR | **FLORENCE**<br>1.10 |
| 1,164 | | | | | | | | | | | | | | 490.66 | | CUDAHY<br>1.75 |
| | I | | | | | | | | | | | | | 492.41 | CR S'G | S. P. L. A. & S. L RY.<br>0.18 |
| 1,422 | | 11.24 | | f 5.27 | | | f 2.37 | f 2.18 | | | f 8.49 | | | 492.59 | | PATATA<br>2.90 |
| 1,277 | | 11.40 | | s 5.32 | | | s 2.42 | s 2.24 | | | s 8.55 | | | 495.49 | D | DOWNEY<br>2.30 |
| 2,317 | | 11.50 | | s 5.37 | | | s 2.46 PM | s 2.28 | | | s 9.00 | | | 497.79 | R | **STUDEBAKER**<br>1.80 |
| 2,054 | | 12.05 AM | | s 5.41 | | | | s 2.32 | | | s 9.04 | | | 499.59 | D | NORWALK<br>2.10 |
| 1,198 | | 12.15 | | f 5.44 | | | | f 2.35 | | | f 9.07 | | | 501.69 | | CARMENITA<br>3.20 |
| 3,736 | | 12.30 | | s 5.50 | | | | s 2.40 | | | s 9.12 | | | 504.89 | D | BUENA PARK<br>1.00 |
| 1,260 | | 12.35 | | f 5.52 | | | | f 2.42 | | | f 9.14 | | | 505.89 | | ALMOND<br>1.70 |
| 990 | | 12.40 | | f 5.55 | | | | f 2.45 | | | f 9.16 | | | 507.59 | | BROOKSHURST<br>1.90 |
| 3,560 | WY | 1.00 | | s 5.58 | | | | s 2.49 | | | s 9.20 | | | 509.49 | DR | **WEST ANAHEIM** |
| 3,560 | WY | | 2.25 PM | | | | | | | | | | | 509.49 | DR | **WEST ANAHEIM**<br>2.00 |
| 1,580 | | | 2.34 | | | | | | | | | | | 511.49 | | MIRAFLORES<br>1.07 |
| | | | 2.40 PM | | | | | | | | | | | 512.56 | R | **WEST ANAHEIM JUNC.** |
| 3,560 | WY | 1.00 | | 5.58 | | | | 2.49 | 2.25 PM | 9.45 AM | 9.20 | | | 509.49 | DR | **WEST ANAHEIM**<br>1.20 |
| 3.983 | | 1.30 | | s 6.03 | | | | s 2.53 | s 2.30 | s 9.49 | s 9.24 | | | 510.69 | D | ANAHEIM<br>1.70 |
| | | 1.40 | | s 6.06 | 4.20 PM | | | s 2.57 | 2.33 PM | f 9.53 | s 9.28 | | | 512.39 | R | **TUSTIN JUNC.**<br>0.98 |
| | | 1.46 | | 6.09 | 4.25 | | | 2.59 | | 9.55 | 9.30 | | | 513.37 | | **WEST ANAHEIM JUNC.**<br>1.73 |
| 1,195 | | 2.00 | | f 6.12 | f 4.30 | | | f 3.02 | | f 9.58 | f 9.33 | | | 515.10 | | WEST ORANGE<br>2.35 |
| 5,513 | WYTF | 3.15 AM | | 6.20 | 5.00 PM | 3.20 PM | | 3.09 PM | | 10.05<br>10.10 | 9.40 AM | 9.00 AM | 8.20 AM | 517.45 | DR | **SANTA ANA**<br>5.06 |
| 514 | | | | f 6.28 | | f 3.28 | | | | f10.18 | | f 9.12 | f 8.28 | 522.51 | | PAULARINO (Spur)<br>2.44 |
| 661 | | | | f 6.32 | | f 3.32 | | | | f10.22 | | f 9.19 | f 8.32 | 524.95 | | THURIN<br>1.13 |
| 474 | | | | f 6.34 | | f 3.36 | | | | f10.26 | | f 9.23 | f 8.36 | 526.08 | | HARPER<br>2.57 |
| 2116 | Y | | | 6.45 PM | | 3.45 PM | | | | 10.35 AM | | 9.35 AM | 8.45 AM | 528.65 | DR | **NEWPORT BEACH** |
| | | Arrive Daily Ex. Monday | Arrive Wednesday Only | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday and Wed. | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | | | (39.09) |
| | | (4.08) | (0.15) | (1.23) | (0.40) | (0.25) | (0.15) | (0.57) | (0.08) | (0.50) | (0.57) | (0.35) | (0.25) | | | Time over District |
| | | 6.74 | 14.40 | 28.25 | 7.59 | 26.88 | 32.92 | 29.35 | 21.75 | 22.99 | 29.35 | 19.20 | 26.88 | | | Average speed per hour |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions---No. 100 is superior to No. 113.**

Trains will stop at Main Street, Santa Ana on signal.

Registering Stations: Florence, Studebaker, West Anaheim, Tustin Junction, Santa Ana and Newport Beach.

Trains must procure clearance at Newport Beach and Santa Ana.

## LOS ANGELES DIVISION: Florence, Studebaker, West Anaheim, Santa Ana and Newport Beach.

### TOWARD SAN FRANCISCO

Westward

### TIME TABLE
No. 93
Sept. 1, 1907.

| | | Distance from Newport Beach | FIRST CLASS | | | | | | | | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 103 | 113 | 105 | 195 | 107 | 197 | 199 | 273 | 109 |
| | | | Newport Beach Passenger | Mixed | Santa Ana Passenger | Passenger | Newport Beach Passenger | Passenger | Passenger | Mixed | Santa Ana Freight |
| | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Ar. Wednesday Only | Arrive Daily Ex. Sunday |
| | **LOS ANGELES** | | 8.26 AM | 9.25 AM | 11.50 AM | | 4.50 PM | | | | 8.48 PM |
| DR | **FLORENCE**<br>1.10 | 39.09 | s 8.12 AM | 9.10 AM | s11.37 AM | | s 4.36 PM | | | | 8.10 PM |
| | CUDAHY<br>1.75 | 37.99 | | | | | | | | | |
| | CRSG. S. P. L. A. & S. L. RY.<br>0.18 | 36.24 | | | | | | | | | |
| | PATATA<br>2.90 | 36.06 | f 8.04 | f 9.02 | f11.30 | | f 4.28 | | | | 7.49 |
| D | DOWNEY<br>2.30 | 33.16 | s 7.58 | s **8.55** | s11.24 | | s 4.22 | | | | 7.30 |
| R | **STUDEBAKER**<br>1.80 | 30.86 | f 7.53 | 8.45 AM | f11.18 | | s 4.17 | | | | 7.15 |
| D | NORWALK<br>2.10 | 29.06 | s 7.48 | | s11.15 | | s 4.12 | | | | 6.50 |
| | CARMENITA<br>3.20 | 26.96 | f 7.44 | | f11.10 | | f 4.08 | | | | 6.30 |
| D | BUENA PARK<br>1.00 | 23.76 | s 7.39 | | s11.05 | | s 4.03 | | | | 6.15 |
| | ALMOND<br>1.70 | 22.76 | f 7.37 | | f11.02 | | f 4.01 | | | | 6.02 |
| | BROOKSHURST<br>1.90 | 21.06 | f 7.34 | | f10.59 | | f 3.58 | | | | **5.55** |
| DR | **WEST ANAHEIM** | 19.16 | 7.31 | | 10.56 | | 3.55 | | | | 5.25 |
| DR | **WEST ANAHEIM**<br>2.00 | 18.35 | | | | | | | | | |
| | MIRAFLORES<br>1.07 | 16.35 | | | | | | | | | |
| R | **WEST ANAHEIM JUNC.** | 15.28 | | | | | | | | | |
| DR | **WEST ANAHEIM**<br>1.20 | 19.16 | s 7.31 | | s10.56 | | s 3.55 | 5.52 PM | | | 5.25 |
| D | ANAHEIM<br>1.70 | 17.96 | s 7.27 | | s10.52 | | s 3.51 | s 5.47 | | | 5.20 |
| R | **TUSTIN JUNC.**<br>0.98 | 16.26 | s 7.24 | | s10.49 | | s 3.49 | f 5.44 | | 2.45 PM | 5.15 |
| | **WEST ANAHEIM JUNC.**<br>1.73 | 15.28 | 7.22 | | 10 47 | | 3.47 | 5.42 | | 2.40 PM | 5.09 |
| | WEST ORANGE<br>2.35 | 13.55 | f 7.19 | | f10.44 | | f 3.44 | f 5.39 | | | 5.05 |
| DR | **SANTA ANA**<br>5.06 | 11.20 | 7.15<br>7.10 | | 10.40 AM | 11.30 AM | 3.40 PM | s 5.35 | 7.30 PM | | 5.00 PM |
| | PAULARINO (Spur)<br>2.44 | 6.14 | f 6.59 | | | f11.19 | | f 5.24 | f 7.19 | | |
| | THURIN<br>1.13 | 3.70 | f 6.54 | | | f11.14 | | f 5.19 | f 7.14 | | |
| | HARPER<br>2.57 | 2.57 | f 6.50 | | | f11.10 | | f 5.15 | f 7.10 | | |
| DR | **NEWPORT BEACH** | 0.00 | 6.45 AM | | | 11.05 AM | | 5.10 PM | 7.05 PM | | |
| | (39.09) | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Lv. Wednesday only | Leave Daily Ex. Sunday |
| | Time over District | | (1.27) | (0.25 | (0.57) | (0.25) | (0.56) | (0.42) | (0.25) | (0.5) | (3.10) |
| | Average speed per hour | | 26.96 | 19.75 | 29.35 | 26.88 | 29.88 | 27.37 | 26.88 | 11.76 | 8.80 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exceptions: No. 100 is superior to No. 113.**

Trains will stop at Main Street, Santa Ana on signal.

Registering Stations: Florence, Studebaker, West Anaheim, Tustin Junction, Santa Ana and Newport Beach.

Trains must procure clearance at Newport Beach and Santa Ana.

## LOS ANGELES DIVISION: Florence, Long Beach, San Pedro, Point Fermin and Tustin.

| Eastward | FROM SAN FRANCISCO | | | | | | TIME TABLE No. 93 Sept. 1, 1907. | | | TOWARD SAN FRANCISCO | | | | Westward | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Length of sidings in feet, and location of Scales, Fuel, Water & Turning Stations. | THIRD CLASS | | FIRST CLASS | | | Distance from San Francisco. | | | Distance from Point Fermin. | FIRST CLASS | | | | THIRD CLASS | |
| | 156 | 154 | 142 | 176 | 140 | | | | | 143 | 177 | 147 | 149 | 151 | 153 |
| | San Pedro Freight | Long Beach & San Pedro Freight | San Pedro Passenger | Long Beach Passenger | San Pedro Passenger | | | | | San Pedro Passenger | Long Beach Passenger | San Pedro Passenger | San Pedro Passenger | Long Beach & San Pedro Freight | San Pedro Freight |
| | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | | | STATIONS | | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Sunday Only | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday |
| 16,310 YTWOF | 10.03 AM | 4.30 AM | 2.10 PM | 9.50 AM | 9.05 AM | | | **LOS ANGELES** | | 10.45 AM | 11.44 AM | 6.15 PM | 9.48 PM | 9.10 AM | 1.20 PM |
| 2,688 YW | **10.31** AM | 4.58 AM | 2.21 PM | 10.01 AM | 9.16 AM | 489.56 | DR | **FLORENCE** | 18.90 | s**10.31** AM | s11.31 AM | s 6.03 PM | s 9.36 PM | 8.42 AM | 12.55 PM |
| 498 | 10.33 | 5.05 | 2.23 | f10.03 | 9.18 | 490.76 | | 1.20<br>TWEEDY (Spur) | 17.70 | 10.29 | f11.28 | 6.00 | 9.33 | 8.34 | 12.51 |
| 2,637 | 10.36 | 5.12 | 2.26 | 10.06 | f 9.21 | 492.26 | | 1.50<br>LYNWOOD | 16.20 | 10.26 | 11.25 | 5.56 | 9.30 | 8.28 | 12.48 |
| 5,744 | 10.43 | 5.47 | f 2.31 | f10.11 | s 9.26 | 494.36 | D | 2.10<br>COMPTON | 14.10 | 10 22 | f11.21 | f 5.51 | f 9.26 | 8.23 | 12.40 |
| 4,764 | 10.53 | 6.12 | 2.37 | **10.17** | f 9.32 | 498.26 | | 3.90<br>ELFTMAN | 10.20 | **10.17** | 11.15 | 5.45 | 9.20 | 8.12 | 12.25 |
| 4,700 Y | 11.04 | 6.25 | 2.43 | s10.24 AM | s 9.38 | 501.86 | R | 3.60<br>**THENARD** | 6.60 | 10.11 | 11.09 AM | 5.40 | 9.15 | 7.50 | 12.10 |
| 900 | | | 2.45 | | f 9.40 | 502.42 | | 0.56<br>BLINNVILLE (Spur) | 6.04 | 10.09 | | 5.38 | 9.13 | | |
| 2,316 | 11.10 | 6.34 | 2.47 | | s 9.42 | 503.66 | D | 1.24<br>WILMINGTON | 4.80 | 10.06 | | 5.35 | 9.10 | 7.42 | 12.02 PM |
| 14,980 TFOW | 11.22 AM | 6 43 AM | 2.53 PM | | 9.48 AM | 505.96 | DR | 2.30<br>**SAN PEDRO** | 2.50 | 10.00 AM | | 5.30 PM | 9.05 PM | 7.32 AM | 11.52 AM |
| | | | | | | 505.96 | | **SAN PEDRO** | 2.50 | | | | | | |
| | | | | | | 506.86 | | 0.90<br>CENTER STREET | 1.60 | | | | | | |
| 8,192 | | | | | | 508.46 | | 1.60<br>**POINT FERMIN** | 0.00 | | | | | | |
| | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | | | (18.90) | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Sunday Only | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday |
| | (0.51) | (1.45) | (0.32) | (0.23) | (0.32) | | | Time over District | | (0.31) | (0.22) | (0.33) | (0.31) | (1.10) | (1.03) |
| | 19.29 | 9.42 | 30.75 | 32.09 | 30.75 | | | Average speed per hour | | 32.00 | 33.54 | 29.82 | 32.00 | 14.05 | 15.61 |

### Long Beach Branch.

| Eastward | From San Francisco | | | TIME TABLE No. 93 Sept. 1, 1907. | | Toward S. Fran. West. |
|---|---|---|---|---|---|---|
| Length of sidings in feet, and location of Scales, Fuel, Water & Turning Stations. | FIRST CLASS | Distance from San Francisco. | | | Distance from Alamitos Beach. | FIRST CLASS |
| | 176 | | | | | 177 |
| | Long Beach Passenger | | | | | Long Beach Passenger |
| | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday |
| 4 700 Y | 10 24 AM | 501.86 | R | **THENARD** | 4.00 | 11.09 AM |
| | | 503.28 | | 1.42<br>GASPUR (Spur) | 2.58 | |
| | s10.33 | 505.66 | DR | 2.38<br>LONG BEACH | 0.20 | s11.00 |
| 2,063 T | 10.35 AM | 505.86 | | 0.20<br>**ALAMITOS BEACH** | 0.00 | 10.55 AM |
| | Arrive Daily Ex. Sunday | | | (4.00) | | Leave Daily Ex. Sunday |
| | (0.11) | | | Time over District | | (0.14) |
| | 21.81 | | | Average speed per hour | | 17.14 |

### Tustin Branch.

| Eastward | From San Francisco | | | TIME TABLE No. 93 Sept. 1, 1907. | | Toward S. Fran. West. |
|---|---|---|---|---|---|---|
| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | FIRST CLASS | Distance from San Francisco. | | | Distance from Tustin. | FIRST CLASS |
| | 278 | | | | | 279 |
| | Mixed | | | | | Mixed |
| | Leave Daily Ex. Sunday | | | STATIONS | | Arrive Daily Ex. Sunday |
| | 2.40 PM | 512.39 | R | **TUSTIN JUNC.** | 10.44 | 4.15 PM |
| I | | 512.89 | | 0.50<br>CROSSING A. T. & S. F. RY. | 9.94 | |
| I | | 514.64 | | 1.75<br>CROSSING A. T. & S. F. RY. | 8.19 | |
| 1,258 | f 2.45 | 514.93 | | 0.29<br>MARLBORO | 7.90 | f 4.10 |
| 846 | f 2.55 | 517.23 | | 2.30<br>WANDA | 5.60 | f 4.00 |
| 858 | s 3.05 | 518.73 | | 1.50<br>MCPHERSON | 4.10 | s 3.55 |
| 1,140 | f 3.15 | 519.93 | | 1.20<br>EL MODENA | 2.90 | f 3.45 |
| 3,765 | 3.25 PM | 522.83 | R | 2.90<br>**TUSTIN** | 0.00 | 3.35 PM |
| | Arrive Daily Ex. Sunday | | | (10.44) | | Leave Daily Ex. Sunday |
| | (0.45) | | | Time over District | | (0.40) |
| | 13.92 | | | Average speed per hour | | 15.71 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.**

**Exceptions: No. 154 is superior to No. 151, No. 156 is superior to No. 153.**

Registering Stations: Florence, Thenard, San Pedro and Long Beach.

Trains must procure clearance at San Pedro and Long Beach.

**Exception—No. 278 is superior to No. 279.**

Registering Stations: Tustin Junction and Tustin.

## LOS ANGELES DIVISION: Clement Junction, Soldiers Home and Port Los Angeles.

Eastward FROM SAN FRANCISCO

TOWARD SAN FRANCISCO Westward

| Length of sidings in feet, and location of Scales, Fuel, Water & Turning Stations. | THIRD CLASS | FIRST CLASS | | | | | FIRST CLASS | THIRD CLASS |
|---|---|---|---|---|---|---|---|---|
| | 88<br>Santa Monica Freight<br>Leave Daily Ex.Sunday | 74<br>Port Los Angeles Passenger<br>Leave Daily | Distance from San Francisco. | | TIME TABLE<br>No. 93<br>Sept. 1, 1907.<br>**STATIONS** | Distances from Port Los Angeles and Branch Terminal. | 79<br>Port Los Angeles Passenger<br>Arrive Daily | 91<br>Santa Monica Freight<br>Arrive Daily Ex.Sunday |
| 16,310 YTWOF | 3.45 AM | 10.00 AM | | | **LOS ANGELES** | | 1.48 PM | 8.12 AM |
| | 3.55 AM | 10.05 AM | 485.86 | R | **CLEMENT JUNC.** | 18.70 | s 1.41 PM | 8.00 AM |
| | | | | | 2.10 | | | |
| 1,005 | 4.10 | f10.12 | 487.96 | | WINTHROP | 16.60 | f 1.34 | 7.45 |
| | | | | | 1.00 | | | |
| 4,010 | 4.30 | s10.17 | 488.96 | | UNIVERSITY | 15.60 | s 1.29 | 7.00 |
| | | | | | 2.30 | | | |
| 2,786 | 4.40 | f10.22 | 491.26 | | CIENEGA | 13.30 | f 1.22 | 6.20 |
| | | | | | 2.30 | | | |
| 480 | | | 493.56 | | SENTOUS (Spur) | 11.00 | | |
| | | | | | 1.10 | | | |
| 2,082 | 4.47 | f10.28 | 494.66 | | IVY | 9.90 | f 1.16 | 6.10 |
| | | | | | 1.20 | | | |
| 2.546 | 4.52 | f10.31 | 495.86 | | THE PALMS | 8.70 | f 1.13 | 6.05 |
| | | | | | 1.60 | | | |
| 1,130 Y | 5.00 | f10.35 | 497.46 | | **HOME JUNC.** | 7.10 | 1.09 | 5.55 |
| 1,130 Y | | 10.35 | 497.46 | R | **HOME JUNC.** | 1.80 | f 1.09 | |
| | | | | | 1.08 | | | |
| 409 | Soldiers' Home Branch ☞ | f | 498.54 | | SAWTELLE (Spur) | 0.72 | f | ☞ Soldiers' Home Branch |
| | | | | | 0.72 | | | |
| 1,918 | | 10.40<br>10.45 | 499.26 | D | **SOLDIERS HOME** | 0.00 | 1.05<br>1.01 | |
| 1,130 Y | 5.00 | 10.48 | 497.46 | | **HOME JUNC.** | 7.10 | 12.55 | 5.55 |
| | | | | | 1.80 | | | |
| 3,662 | 5.05 | 10.52 | 499.26 | Automatic Signals | MATERIAL YARD | 5.30 | 12.52 | 5.50 |
| | | | | | 1.86 | | | |
| | 5.08 | 10.56 | 501.12 | R | **STA MONICA JUNC.** | 3.44 | 12.48 | 5.47 |
| | | | | | 0.24 | | | |
| 3,588 W | 5.15 AM | s10.58 | 501.36 | DR | **SANTA MONICA** | 0.00 | s12.47 | 5.45 AM |
| | | | | | 0.24 | | | |
| | | | 501.36 | | SECOND STREET | 3.20 | | |
| | | | | | 1.80 | | | |
| 881 | | f11.06 | 503.16 | | SANTA MONICA CANON | 1.40 | s12.33 | |
| | | | | | 1.40 | | | |
| 10,406 WTO | | 11.15 AM | 504.56 | DR | **PORT LOS ANGELES** | 0.00 | 12.25 PM | |
| | Arrive Daily Ex.Sunday | Arrive Daily | | | (18.70) | | Leave Daily | Leave Daily Ex.Sunday |
| | (1.20) | (1.10) | | | Time over District | | (1.16) | (2.15) |
| | 11.62 | 16.03 | | | Average speed per hour | | 16.19 | 6.88 |

**West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72. Exception---No. 88 is superior to No. 91**

First-class trains will stop at Central Ave. (on signal), Grand Ave. and North Beach Bath House, Santa-Monica.

Regular freight service to Soldiers' Home on Mondays and Fridays only.

Trains running via Soldiers Home loop will leave a brakeman at Home Junction to throw switches and advise other trains.

Regular trains going to and from Port Los Angeles will run to Santa Monica. Other trains will govern themselves accordingly. Trains will use great care in backing into this station.

Trains and engines must come to a full stop and send flagman ahead before proceeding through Santa Monica tunnel, between 6 p. m. and 6 a. m. when tunnel flagman is off duty.

Registering Stations: Clement Junction, Santa Monica Junction, Santa Monica and Port Los Angeles.

Trains must procure clearance at Port Los Angeles and Santa Monica.

## LOS ANGELES YARD: River Station and Los Angeles.

**Eastward**

### FROM SAN FRANCISCO

| 18 Los Angeles Passenger | 390 Pasadena Passenger | 56 Santa Barbara Passenger | 90 Sunset Express | 244 Sunset Freight Limited | 156 San Pedro Freight | 170 Crafton Express | 370 Pasadena Passenger | 26 The Owl | 150 Riverside Passenger | 10 Sunset Express | 330 Pasadena Passenger | 310 Pasadena Passenger | 108 Express | 8 New Orleans Passenger | 154 Long Beach & San Pedro Freight | 88 Santa Monica Freight | | TIME TABLE No. 93 Sept. 1, 1907. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex.Sunday | Leave Daily | Leave Daily Ex.Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex.Sunday | Leave Dailv | Leave Daily | Leave Daily Ex.Sunday | Leave Daily Ex.Sunday | | STATIONS | |
| 12.15PM | | 11.35AM | | 9.53AM | | | | 8.40AM | | 8.25AM | | | 7·15AM | 6.50AM | | | Auto Signals | **SQUAB** | Double Track |
| | | | | | | | | | | | | | | | | | | 1.15 | |
| s12.20 | | s11.40 | | 10.00AM | 9.50AM | | | s 8.45 | | s 8.30 | | | 7·20 | s 6.55 | 4.20AM | 3.30AM | | DN **RIVER STATION** | |
| | | | | | | | | | | | | | | | | | | 0.67 | |
| 12.22 | 11.46AM | 11.42 | 11.37AM | | 9.55 | 9.37AM | 9.25AM | 8.49 | 8.43AM | 8.34 | 8.24AM | 7.36AM | 7·22 | 6.58 | 4.23 | 3.35 | Manual Signals | **NAUD JUNC.** | |
| | | | | | | | | | | | | | | | | | | 0.43 | |
| 12.25 | s11.50 | s11.44 | 11.39 | | 9.59 | s 9 39 | s 9.27 | 8.51 | s 8.46 | 8.36 | s 8.26 | s 7.38 | 7·25 | 7.00 | 4.25 | 3.38 | | COMMERCIAL ST. | |
| | | | | | | | | | | | | | | | | | | 0.80 | |
| 12.30PM | 11.54AM | 11.50AM | 11.45AM | | 10.03AM | 9.45AM | 9.32AM | 8.55AM | 8.50AM | 8.40AM | 8.30AM | 7.43AM | 7·30AM | 7.05AM | 4.30AM | 3.42AM | | DN **LOS ANGELES** | |
| Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily Ex.Sunday | | | |

**Trains must procure a clearance card at Los Angeles and River Station.**

## LOS ANGELES YARD: River Station and Los Angeles.

**Eastward**

### FROM SAN FRANCISCO

| 22 Coaster | 1082 Santa Ana Freight | 254 Sunset Freight Limited | 272 Freight | 70 California Passenger | 58 Santa Barbara Passenger | 30 Golden State Limited | 210 Inside Track Flyer | 40 Passenger and Freight | 470 Pasadena Passenger | 190 Crafton Passenger | 234 Way Freight | 242 Way Freight | 410 Pasadena Passenger | | TIME TABLE No. 93 Sept. 1, 1907. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Leave Daily | Leave Daily Ex.Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex.Sunday | Leave Daily | Leave Daily | Leave Daily Ex.Sunday | Leave Daily Ex.Monday | Leave Daily | | STATIONS | |
| 11.30PM | | 8.48PM | 7.56PM | | 7.20PM | | | 5.03PM | | | 3.30PM | 3.00PM | | Auto Signals | **SQUAB** | Double Track |
| | | | | | | | | | | | | | | | 1.15 | |
| s11.35 | 10.20PM | 8.55PM | 8.10PM | | s 7.25 | | | 5.10PM | | | 3.40PM | 3.15PM | | | DN **RIVER STATION** | |
| | | | | | | | | | | | | | | | 0.67 | |
| 11.39 | 10.25 | | | 7.37PM | 7.28 | 6.52PM | 6.34PM | | 4.48PM | 4.28PM | | | 1.29PM | Manual Signals | **NAUD JUNC.** | |
| | | | | | | | | | | | | | | | 0.43 | |
| 11.41 | 10.28 | | | 7.40 | s 7.30 | 6.54 | s 6.36 | | s 4.50 | s 4.30 | | | s 1.31 | | COMMERCIAL ST. | |
| | | | | | | | | | | | | | | | 0.80 | |
| 11.45PM | 10.35PM | | | 7.45PM | 7.35PM | 7.00PM | 6.40PM | | 4.55PM | 4.35PM | | | 1.36PM | | DN **LOS ANGELES** | |
| Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily Ex.Monday | Arrive Daily | | | |

## DISTRICT AND EMERGENCY SURGEONS—LOS ANGELES DIVISION.

### DISTRICT SURGEONS.

| Location. | Surgeon. | District. |
|---|---|---|
| Los Angeles | Dr. H. G. Cates | Division. |
| Los Angeles | Dr. A. C. Rogers (oculist and aurist) | Division. |
| Pasadena | Dr. F. C. E. Mattison | Dolgeville and Pasadena. |
| San Pedro | Dr. W. A. Weldon | Compton and San Pedro. |
| Santa Ana | Dr. C. D. Ball | Studebaker and Smeltzer. |
| Santa Monica | Dr. N. H. Hamilton | University and Port Los Angeles. |
| Pomona | Dr. F. H. Smith | Declez and Bassett. |
| Colton | Dr. J. A. Champion | Declez and El Casco. |
| San Bernardino | Drs. J. A. and J. T. Colliver | San Bernardino, Redlands Junction, Colton and Crafton |
| Riverside | Dr. J. G. Baird | Colton and Riverside. |
| Banning | Dr. J. C. King | El Casco and Imperial Junction. |
| Imperial | Dr. G. M. Bumgarner | Imperial Junction and Calexico. |
| Calexico | Dr. Fred W. Peterson | Imperial Junction and Calexico. |
| Yuma | Drs. E. B. and J. A. Ketcherside | Imperial Junction and Yuma. |

### EMERGENCY SURGEONS.

| Location. | Surgeon. |
|---|---|
| East Los Angeles | Dr. R. C. Dundas. |
| Monte | Dr. Edgar Reed. |
| Downey | Dr. O. J. Rowley. |
| Whittier | Drs. Hockett and Hadley. |
| Monrovia | Dr. L. N. Wheeler. |
| Alhambra | Dr. F. B. Ellwood. |
| Compton | Dr. A. L. Holcombe. |
| Norwalk | Dr. J. F. Groover. |
| Anaheim | Dr. W H. Syer. |
| West Orange | Dr. D. F. Royer. |
| Covina | Dr J. D. Reed. |
| Ontario | Dr. C. Sheppard. |
| Redlands | Dr. C. A. Sanborn. |
| Imperial | Dr. F. J. Bold. |

## LOS ANGELES YARD: River Station and Los Angeles.

### TOWARD SAN FRANCISCO

Westward

| | TIME TABLE<br>No. 93<br>Sept. 1, 1907. | | 233 | 55 | 39 | 21 | 161 | 91 | 321 | 241 | 181 | 151 | 441 | 341 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Way Freight | Santa Barbara Pass ng r | Passenger and Freight | Coaster | Crafton Passenger | Santa Monica Freight | Pasadena Passenger | Way Freight | Inside Track Flyer | Long Beach & San Pedro Freight | Golden State Limited | Pasadena Passenger |
| | **STATIONS** | | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily Ex.Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily Ex.Sunday |
| Auto Signals | **SQUAB** | Double Track | 6.22 AM | 6.59 AM | 7.24 AM | 8.14 AM | | | | 8.52 AM | | | | |
| | 1.15 | | | | | | | | | | | | | |
| | DN **RIVER STATION** | | 6.15 AM | s 6.55 | 7.10 AM | s 8.10 | | 8.25 AM | | 8.45 AM | | 9.25 AM | | |
| | 0.67 | | | | | | | | | | | | | |
| Manual Signals | **NAUD JUNC.** | | | f 6.52 | | 8.07 | s 8.12 AM | 8.20 | s 8.27 AM | | 9.01 AM | 9.17 | 9.52 AM | s10.12 AM |
| | 0.43 | | | | | | | | | | | | | |
| | COMMERCIAL ST | | | s 6.50 | | 8.05 | s 8.10 | 8.17 | s 8.25 | | s 8.59 | 9.15 | 9.49 | s10.10 |
| | 0.80 | | | | | | | | | | | | | |
| | DN **LOS ANGELES** | | | 6.45 AM | | 8.00 AM | 8.05 AM | 8.12 AM | 8.20 AM | | 8.55 AM | 9.10 AM | 9.45 AM | 10.05 AM |
| | | | Leave Daily Ex.Sunday | Leave Daily | Leave Daily Ex.Sunday | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex.Sunday | Leave Daily Ex Sunday | Leave Daily | Leave Daily Ex.Sunday | Leave Daily | Leave Daily Ex.Sunday |

## LOS ANGELES YARD: River Station and Los Angeles.

### TOWARD SAN FRANCISCO

Westward

| | TIME TABLE<br>No. 93<br>Sept. 1, 1907. | | 271 | 361 | 101 | 153 | 57 | 381 | 17 | 201 | 25 | 461 | 221 | 521 | 107 | 253 | 243 | 9 | 109 | 54 | 81 | 7 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Freight | Pasadena Passenger | Sunset Express | San Pedro Freight | Santa Barbara Passenger | Pasadena Passenger | San Francisco Passenger | Crafton Express | The Owl | Pasadena Passenger | Riverside Passenger | Pasadena Passenger | Express | Sunset Freight Limited | Sunset Freight Limited | Sunset Express | Santa Ana Freight | Pasadena Passenger | New Orleans Passenger | California Passenger |
| | **STATIONS** | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex.Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex.Sunday | Ar. Sunday only | Arrive Daily | Arrive Daily |
| Auto Signals | **SQUAB** | Double Track | 11.50 AM | | | | 2.44 PM | | 3.34 PM | | 5.14 PM | | | | 6.44 PM | 7 22 PM | 7.29 PM | 8.15 PM | | | | 11.44 PM |
| | 1.15 | | | | | | | | | | | | | | | | | | | | | |
| | DN **RIVER STATION** | | 11.40 AM | | | 1.40 PM | s 2.40 | | s 3.30 | | s 5.10 | | | | 6.40 | 7.15 PM | 7.20 PM | s 8.10 | 9.00 PM | | | s11.40 |
| | 0.67 | | | | | | | | | | | | | | | | | | | | | |
| Manual Signals | **NAUD JUNC.** | | | s12.07 PM | 1.07 PM | 1.28 | f 2.36 | s 2.47 PM | 3.26 | s 4.32 PM | 5.06 | s 5.22 PM | s 5.32 PM | s 6.27 PM | 6.36 | | | 8.06 | 8.41 | s 9.57 PM | 10.07 PM | 11.36 |
| | 0.43 | | | | | | | | | | | | | | | | | | | | | |
| | COMMERCIAL ST. | | | s12.05 | 1.04 | 1.25 | s 2.34 | s 2.45 | 3.24 | s 4.30 | 5.04 | s 5.20 | s 5.30 | s 6.25 | 6.34 | | | 8.04 | 8.39 | f 9.54 | 10.03 | 11.34 |
| | 0.80 | | | | | | | | | | | | | | | | | | | | | |
| | DN **LOS ANGELES** | | | 12.01 PM | 1.00 PM | 1.20 PM | 2.30 PM | 2.40 PM | 3.20 PM | 4.25 PM | 5.00 PM | 5.15 PM | 5.25 PM | 6.20 PM | 6.30 PM | | | 8.00 PM | 8.35 PM | 9.50 PM | 10.00 PM | 11.30 PM |
| | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex.Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex.Sunday | Lv. Sunday only | Leave Daily | Leave Daily |

Trains will approach Fourth Street with great care and know that crossing is clear before passing over. When flagman is on duty, they will not proceed without signal from him that track is unobstructed.

Registering Stations: River Station and Los Angeles.

### ELECTRIC RAILWAY CROSSINGS.

Los Angeles Pacific .76 mile west Soldiers Home.
Redlands Street Railway, .17 mile east Redlands.
Los Angeles Interurban, .44 mile east Benedict.
Santa Ana and Newport Ry., .10 mile east Santa Ana.
San Bernardino Val. Trac. Co., .25 mile east San Bernardino.
San Bernardino Val. Trac. Co., .16 mile east Redlands.
Riverside and Arlington Ry., .43 mile west Riverside.

Ontario and S. A. Heights Ry., .10 mile west Ontario.
Los Angeles Pacific, .06 mile east University.
Los Angeles Interurban, .10 mile east Dodsworth.
Los Angeles Interurban, .05 mile west Lynwood.
Pacific Electric, 1.35 miles west Elftman.
Pacific Electric, .04 mile west of West Alhambra.
Pacific Electric, .62 mile west South Pasadena.

J. H. DODDS, Train Master - - - - Los Angeles
L. G. SLOAN, Chief Dispatcher - - - " "
FRANK FULTON, Dispatcher - - - " "
H. M. BATY, Dispatcher - - - - - " "
J. A. DAY, Dispatcher - - - - - " "
J. B. STEWART, Dispatcher - - - " "

R. T. BURDETTE, Asst. Train Master - - Los Angeles
B. F. SCARBOROUGH, Night Chief Dispatcher " "
F. E. SLAKER, Dispatcher - - - - " "
E. E. LEINBAUGH, Dispatcher - - - " "
J. A. WALKER, Dispatcher - - - " "
F. G. WIESE, Dispatcher - - - " "

# RATING OF LOCOMOTIVES.

## LOS ANGELES DIVISION.

| CLASS. | ENGINE NUMBERS. | BOILER PRESSURE. | LOS ANGELES TO COLTON. Rating in Ms. | | COLTON TO LOS ANGELES. Rating in Ms. | | LOS ANGELES TO COLTON. Rating in Ms. | | COLTON TO LOS ANGELES. Rating in Ms. | | COLTON TO INDIO. Rating in Ms. | | INDIO TO COLTON. Rating in Ms. | | INDIO TO YUMA. Rating in Ms. | | YUMA TO INDIO. Rating in Ms. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL | THROUGH | LOCAL |
| E—69$\frac{18}{24}$ 65 | 1382 to 1397, 1399 to 1401 | 160 | 790 | ........ | 790 | ........ | 1680 | 1745 | 1680 | 1745 | 450 | ........ | 450 | ........ | 1725 | ........ | 1725 | ........ |
| E—63$\frac{17}{24}$ 52 | 1300, 1307, 1309, 1310, 1312, 1318, 1319, 1324, 1326, 1327 | 150 | 655 | ........ | 655 | ........ | 1355 | 1430 | 1355 | 1430 | 360 | ........ | 360 | ........ | 1375 | ........ | 1375 | ........ |
| E—63$\frac{17}{24}$ 50 | 1302, 1304, 1305, 1306 | 150 | 650 | ........ | 650 | ........ | 1280 | 1375 | 1280 | 1375 | 360 | ........ | 360 | ........ | 1290 | ........ | 1290 | ........ |
| E—63$\frac{17}{24}$ 54 | 1329 | 150 | 690 | ........ | 690 | ........ | 1415 | 1500 | 1415 | 1500 | 385 | ........ | 385 | ........ | 1440 | ........ | 1440 | ........ |
| E—69$\frac{17}{24}$ 47 | 1295 | 140 | 595 | ........ | 595 | ........ | 1285 | 1335 | 1285 | 1335 | 330 | ........ | 330 | ........ | 1320 | ........ | 1320 | ........ |
| E—63$\frac{17}{24}$ 47 | 1277, 1278, 1297, 1299, 1301, 1308, 1313 to 1317, 1321 to 1323, 1328 1330 to 1348, 1350 to 1354 | 140 | 600 | ........ | 600 | ........ | 1245 | 1320 | 1245 | 1320 | 330 | ........ | 330 | ........ | 1270 | ........ | 1270 | ........ |
| E—63$\frac{16}{24}$ 51 | 1228 | 140 | 565 | ........ | 565 | ........ | 1185 | 1255 | 1185 | 1255 | 300 | ........ | 300 | ........ | 1210 | ........ | 1210 | ........ |
| E—63$\frac{16}{24}$ 39 | 1216, 1237, 1273 | 140 | 465 | ........ | 465 | ........ | 1000 | 1055 | 1000 | 1055 | 245 | ........ | 245 | ........ | 1015 | ........ | 1015 | ........ |
| E—57$\frac{16}{24}$ 39 | 1220, 1222 | 140 | 475 | ........ | 475 | ........ | 970 | 1045 | 970 | 1045 | 245 | ........ | 245 | ........ | 980 | ........ | 980 | ........ |
| E—63$\frac{16}{24}$ 39 | 1217, 1218 | 140 | 480 | ........ | 480 | ........ | 1015 | 1080 | 1015 | 1080 | 255 | ........ | 255 | ........ | 1035 | ........ | 1035 | ........ |
| E—63$\frac{16}{24}$ 36 | 1219 | 140 | 415 | ........ | 415 | ........ | 900 | 955 | 900 | 955 | 210 | ........ | 210 | ........ | 915 | ........ | 915 | ........ |
| E—63$\frac{16}{24}$ 39 | 1224 | 140 | 475 | ........ | 475 | ........ | 1005 | 1065 | 1005 | 1065 | 250 | ........ | 250 | ........ | 1020 | ........ | 1020 | ........ |
| E—62$\frac{18}{26}$ 62 | 1468 | 140 | 477 | ........ | 477 | ........ | 970 | 1040 | 970 | 1040 | 425 | ........ | 425 | ........ | 1633 | ........ | 1633 | ........ |
| T—63$\frac{19}{24}$ 105 | 2221 to 2234 | 180 | 1130 | ........ | 1130 | ........ | 2270 | 2395 | 2270 | 2395 | 655 | ........ | 655 | ........ | 2305 | ........ | 2305 | ........ |
| T—69$\frac{20-29}{26}$ 100 | 2214 to 2220 | 180 | 1070 | ........ | 1070 | ........ | 2035 | 2215 | 2035 | 2215 | 600 | ........ | 600 | ........ | 2040 | ........ | 2040 | ........ |
| T—57$\frac{18}{24}$ 73 | 2114 to 2123 | 160 | 1005 | ........ | 1005 | ........ | 1935 | 2080 | 1935 | 2080 | 580 | ........ | 580 | ........ | 1955 | ........ | 1955 | ........ |
| T—57$\frac{18}{24}$ 66 | 2102, 2104, 2105, 2108, 2109, 2111 to 2113 | 145 | 885 | ........ | 885 | ........ | 1715 | 1840 | 1715 | 1840 | 505 | ........ | 505 | ........ | 1730 | ........ | 1730 | ........ |
| T—57$\frac{18}{24}$ 67 | 2020 to 2022 | 140 | 645 | ........ | 645 | ........ | 1275 | 1370 | 1275 | 1370 | 355 | ........ | 355 | ........ | 1285 | ........ | 1285 | ........ |
| T—57$\frac{18}{24}$ 58 | 2023 to 2025 | 140 | 765 | ........ | 765 | ........ | 1500 | 1610 | 1500 | 1610 | 430 | ........ | 430 | ........ | 1510 | ........ | 1510 | ........ |
| T—63$\frac{18}{24}$ 61 | 2026 to 2028 | 140 | 775 | ........ | 775 | ........ | 1565 | 1655 | 1565 | 1655 | 440 | ........ | 440 | ........ | 1590 | ........ | 1590 | ........ |
| T—57$\frac{18}{24}$ 64 | 2030 | 140 | 850 | ........ | 850 | ........ | 1650 | 1775 | 1650 | 1775 | 480 | ........ | 480 | ........ | 1665 | ........ | 1665 | ........ |
| T—57$\frac{18}{24}$ 67 | 2031 to 2095, 2029 | 140 | 860 | ........ | 860 | ........ | 1675 | 1800 | 1675 | 1800 | 490 | ........ | 490 | ........ | 1690 | ........ | 1690 | ........ |
| T—57$\frac{18}{24}$ 77 | 2002 | 140 | 850 | ........ | 850 | ........ | 1665 | 1785 | 1665 | 1785 | 480 | ........ | 480 | ........ | 1675 | ........ | 1675 | ........ |
| T—69$\frac{20}{28}$ 134 | 2278 to 2281 | 200 | 1485 | ........ | 1485 | ........ | 2955 | 3135 | 2955 | 3135 | 855 | ........ | 855 | ........ | 3000 | ........ | 3000 | ........ |
| M—63$\frac{20}{28}$ 126 | 1615 to 1719 | 190 | 1585 | ........ | 1585 | ........ | 2965 | 3210 | 2965 | 3210 | 925 | ........ | 925 | ........ | 2980 | ........ | 2980 | ........ |
| M—63$\frac{15\frac{1}{2}-26}{28}$ 144 | 1725 to 1769, 1780 to 1802 | 200 | 1780 | ........ | 1780 | ........ | 3280 | 3580 | 3280 | 3580 | 1030 | ........ | 1030 | ........ | 3280 | ........ | 3280 | ........ |
| M—63$\frac{15\frac{1}{2}-26}{28}$ 154 | 1720 to 1724, 1770 to 1779 | 200 | 1765 | ........ | 1765 | ........ | 3265 | 3565 | 3265 | 3565 | 1015 | ........ | 1015 | ........ | 3265 | ........ | 3265 | ........ |
| C—57$\frac{17-28}{30}$ 181 | 2624, 2627 to 2651, 2654 to 2671 | 200 | 2320 | ........ | 2320 | ........ | 4235 | 4620 | 4235 | 4620 | 1365 | ........ | 1365 | ........ | 4235 | ........ | 4235 | ........ |
| TW—55$\frac{25-35}{32}$ 155 | 2914 to 2923 | 200 | 1985 | ........ | 1985 | ........ | 3630 | 3960 | 3630 | 3960 | 1160 | ........ | 1160 | ........ | 3630 | ........ | 3630 | ........ |
| A—79$\frac{15-28}{28}$ 102 | 3016 to 3024 | 200 | 1270 | ........ | 1270 | ........ | 2470 | 2685 | 2470 | 2685 | 695 | ........ | 695 | ........ | 2480 | ........ | 2480 | ........ |
| **“H. 1.0”** means that helper has same power as road engine.<br>**“H. .75”** means ¾ power road engine, etc. | | | **Single Engine** | | **Single Engine** | | **H. 1.0 Los Angeles to Dolgeville.**<br>**H. 1.0 Puente to Pomona.** | **H. 1.0 Los Angeles to Dolgeville.**<br>**H. 1.0 Puente to Ontario.**<br>**H. 1.0 Declez to Ailsa.** | **H. 1.0 Colton to Bloomington.**<br>**H. 1.0 Savanna to Alhambra.** | **H. 1.0 Colton to Bloomington.**<br>**H. 1.0 Savanna to Alhambra.** | **Single Engine** | | **Single Engine** | | | | **H. 1.0 Yuma to Knob.** | |
| ALLOWANCE FOR EMPTY AND UNDER-LOADED CARS. | Less than 40 Ms<br>40 to 50 Ms<br>More than 50 Ms | | 3<br>0<br>0 | | 3<br>0<br>0 | | 3<br>0<br>0 | 2<br>0<br>0 | 3<br>0<br>0 | 2<br>0<br>0 | 2<br>0<br>0 | | 2<br>0<br>0 | | 3<br>0<br>0 | | 3<br>0<br>0 | |

### LOCATION OF STATION TELEGRAPHONES.

Los Angeles.
Pomona.
Colton.
Redlands.
Beaumont.
Indio.
Imperial Junction.

Imperial.
Calexico.
Yuma.
Tower 13, Florence.
Port Los Angeles.
San Pedro Wharf.

### OFFICE HOURS OF TRAIN-ORDER OFFICES WHICH ARE NOT OPEN THE ENTIRE TWENTY-FOUR HOURS.

| | |
|---|---|
| Alhambra, | 7:00 a.m. to 7:00 p.m. |
| San Gabriel, | “ “ |
| Monte, | “ “ |
| Bassett, | “ “ |
| Lemon, | “ “ |
| Covina, | “ “ |
| San Dimas, | “ “ |
| Lordsburg, | “ “ |
| Chino, | “ “ |
| Pasadena, | “ “ |
| Monrovia, | “ “ |
| Duarte, | “ “ |
| Cucamonga, | 6:45 a.m. to 6:45 p.m. |
| Bloomington, | 6:30 a.m. to 6:30 p.m. |
| San Bernardino, | 7:00 a.m. to 7:00 p.m. |
| Riverside, | 7:00 a.m. to 7:00 p.m. |
| Market Street, | “ “ |
| Redlands, | “ “ |
| Crafton, | 6:45 a.m. to 6:45 p.m. |
| Banning, | 7:00 a.m. to 7:00 p.m. |
| Whitewater, | “ “ |
| Edom, | “ “ |
| Coachella, | “ “ |
| Glamis, | 3:00 a.m. to 3:00 p.m. |
| Ruthven | 3:00 p.m. to 3:00 a.m. |
| Yuma, | 7:00 p.m. to 7:00 a.m. |
| Brawley, | 6:00 a.m. to 6:00 p.m. |
| Imperial, | 7:00 a.m. to 7:00 p.m. |
| El Centro, | 7:00 a.m. to 7:00 p.m. |
| Calexico, | 7:00 a.m. to 7:00 p.m. |
| Florence, | 7:00 a.m. to 7:00 p.m. |
| Downey, | “ “ |
| Norwalk, | “ “ |
| Buena Park, | “ “ |
| Long Beach, | 7:00 a.m. to 7:00 p.m. |
| Anaheim, | 7:00 a.m. to 7:00 p.m. |
| Loara, | 7:00 a.m. to 7:00 p.m. |
| Los Alamitos, | 6:30 a.m. to 6:30 p.m. |
| Whittier, | 7:00 a.m. to 7:00 p.m. |
| Santa Ana, | “ “ |
| Newport Beach, | “ “ |
| Soldiers' Home, | “ “ |
| Santa Monica, | “ “ |
| Port Los Angeles, | “ “ |
| Compton, | “ “ |
| Wilmington, | “ “ |
| San Pedro Wharf, | “ “ |

**W—Water Station.**
**C—Fuel Station.**
**T—Turntable.**
**Y—Wye.**
**O—Track Scales.**
**R—Register.**

# SPECIAL RULES.

**Standard Clocks, as per rule 3, are located at Los Angeles, River Station, Colton, Beaumont, Indio, Imperial Junction and Yuma.**

**Trains must procure a clearance card before leaving their initial station if such station be a telegraph office.**

**Extra trains may pass, or run ahead of, third class trains without receiving an orderto do so.**

## INTERLOCKING SIGNAL TOWERS.

**Tower No. 1.**—Crossing of Southern California and S. P., L. A. & S. L. Railways, 1.9 miles east of Los Angeles.

Engineers coming from roundhouse to River Station will sound one long and four short blasts of the whistle.

From roundhouse to Arcade, one long blast.

From all points to the roundhouse, one long and four short.

From Yuma to River Station, one long and four short.

From roundhouse to pressed-brick spur on east-bound main line, three short and one long.

From pressed-brick spur through cross-over down main line, one long, one short and one long.

From pressed-brick spur through cross-over to River Station, one long and four short.

All main line movements against traffic, one long and one short.

Movements in or out of Salt Lake transfer, four short and one long.

**Tower No. 2.**—Crossing of Southern California Railway, .9 mile east of Vernondale.

**Tower No. 3.**—Crossing of Southern California Railway, at Los Nietos. (Engineers of trains wishing to take siding will sound one long and four short blasts of the whistle.)

**Tower No. 4.**—Crossing of Southern California Railway, .5 mile east of Tustin Junction.

**Tower No. 5.**—Crossing of Southern California Railway, .3 mile east of Marlboro.

**Tower No. 6.**—Crossing of Southern California Railway, at west end of Colton yard. (East-bound trains desiring coach track will sound one long and one short blast of the whistle; for No. 1 track, one long and four short blasts; for No. 2 track, three short and one long blasts, and for Riverside Branch two long and one short blasts.)

**Tower No. 7.**—Crossing of Southern California Railway at Arcadia.

**Tower No. 8.**—At Dolgeville (Engineers of trains going on Pasadena Branch will blow one long and four short blasts of the whistle, for the information of towerman. Going on Duarte Branch, four short and one long blast of the whistle. For passing track, one long and one short blast; for middle track, two long and one short; for passing from one main track to the other, five short blasts, and for house track, three short and one long blast. An engineer wishing to leave a track will sound same signal as for the track.

**Tower No. 9.**—Crossing of Southern California Railway, .7 mile west of Orange Center.

**Tower No. 10.**—Crossing of Southern California Railway at Riverside Junction. (Engineers of trains going to Riverside freight yard will blow one long and four short blasts of the whistle for the information of towerman. Engineers of trains coming from or going to the S. P., L. A. & S. L. Ry. will sound one long and one short blast of the whistle for information of towerman.)

**Tower No. 11.**—At Naud Junction. (Engineers of trains running via Mission Junction will sound four short blasts of the whistle for information of towerman.)

**Tower No. 12.**—At River Station. (Engineers will sound one long blast of whistle for main line; five short blasts for cross-overs; one long and one short blast for side movements, and three short and one long blasts for Hotel tracks or new freight house tracks.)

**Tower No. 13.**—At Florence. (Engineers of east-bound trains going on Santa Ana Branch will sound one long and four short blasts of whistle for information of towerman. Engineers of west-bound trains wishing to take siding will sound one long and one short blast of the whistle, and for trains from Santa Ana Branch wishing to pass over to east-bound track five short blasts.)

**Tower No. 14.**—At Pomona. (Trains desiring Chino or Covina Branch will sound one long and four short blasts of whistle; for Passing Track, one long and one short blast; for Storage Track and Winery spur, two long and one short blasts; for House Track, three short and one long blasts; from main line east of tower to main line west of tower, four short blasts; from Chino Branch to main line, one long blast.)

**Tower No. 15.**—Crossing of the San Pedro, Los Angeles and Salt Lake Railway, on Chino Branch, .2 mile west of Ontario.

**Tower No. 16.**—Crossing of the San Pedro, Los Angeles and Salt Lake Railway, on Chino Branch, 1.10 miles east of Pomona.

**Tower No. 17.**—Crossing of San Pedro, Los Angeles and Salt Lake Railway on Santa Ana Branch at Patata.

**Tower No. 18.**—At Clement Junction. (Engineers of east-bound trains wishing to go to Santa Monica will sound five short blasts of the whistle. Engineers of west-bound trains coming off the Santa Monica Branch and wishing to take east-bound tracks will sound one long and four short blasts of the whistle.)

**Tower No. 19.**—Crossing of Santa Fe Ry. at San Bernardino. (Engineers wishing to go around Y will sound one long and one short blast of whistle; for house track two long and one short blast.)

When a train which has been given the semaphore does not wish to use the crossing, one short followed by one long blast of the whistle should be blown for information of towerman.

## AUTOMATIC BLOCK SIGNALS PROVIDED WITH OVERLAPS ARE LOCATED AS FOLLOWS:

Los Angeles between Point 4600 feet west of first crossing Los Angeles River and River Station.

Los Angeles, between River Station and Naud Junction.

Los Angeles, between Arcade Depot and Clement Junction.

Los Angeles, between Naud Junction and Tower No. 1, on west-bound track.

Between Dolgeville and second crossing of Los Angeles River on west-bound track, and from east end of Aurant Yard to Dolgeville on east-bound track.

Between Dolgeville and Pomona.

Between Colton and Palm Springs.

Santa Monica, from 99-steps to west end of Material Yard.

Block signals, between Naud Junction and Arcade Depot are "manually controlled."

The limits of these blocks when not indicated by signals will be shown by a sign reading "Block Signal Limit," placed on the engineer's side of the track.

Just west of entrance to River Station Yard there is a 2-arm signal (No. 13) which govern the east-bound track. The top arm is a block signal and when clear, indicates that switches are set for main line and block is unoccupied. Lower arm permits freight trains to enter the yard and is cleared by switch tender after lining up switches for the yard by pressing one of the buttons attached to the short posts opposite these switches.

Trains will be governed by these signals in accordance with standard rules. (See pages 90 and 100 to 110 inclusive.)

Referring to Rule No. 504, page 101, covering observance automatic block signals; when a train is stopped by block signal between Dolgeville and second crossing Los Angeles River, it will wait one minute after flagman has gone ahead, before proceeding through the block cautiously. Between point 4600 feet west of first crossing and second crossing Los Angeles River and Clement Junction flagman need not be sent ahead and trains may run by signals at danger after waiting one minute for clearance, passing trains may run by signals at danger after waiting one minute for clearance, passing through block cautiously. When trains are stopped by signals through Santa Monica Yard will wait three minutes after flagman has gone ahead before proceeding through block cautiously.

Between Colton and Palm Springs trains approaching a signal at danger ascending grade will wait three minutes, descending grade five minutes after flagman has gone ahead before proceeding cautiously to next signal.

Between Dolgeville and Pomona, when stopped by signal, east-bound trains will wait five minutes and west-bound trains three minutes after flagman has gone ahead before proceeding cautiously to next signal.

Trainmen must not depend upon the Block System to protect their trains; but wherever necessary, must see that the train is protected by flag, as per rule 99, as supplemented; to which particular attention is called.

All light engines will take siding for all trains.

No train will exceed a speed of twenty miles per hour over any railroad crossing, motor and electric crossings included. No train will exceed a speed of ten miles per hour over P. E. Ry. track .62 mile west of South Pasadena.

## LIST OF OVERHEAD STRUCTURES.

**Santa Monica Branch:**

L. A. & P. Ry. concrete bridge, Santa Monica.
Wagon bridge, Seventh St., Santa Monica.
L. A. & P. Ry. Crossing just east of Fifth St., Santa Monica.
North Beach bath-house, just east of tunnel, Santa Monica.

**Los Angeles:**

Wagon bridge, First Crossing, Los Angeles River.
Wagon and L. A. Ry. bridge, Buena Vista St.
Pacific Electric Ry. Crossing, Daly St.
L. A. Ry. viaduct, San Fernando St.

**Santa Ana Branch:**

Bridge No. 491 C over Los Angeles River, about three-fourths miles west of S. P. L. A. and S. L. R. R. crossing.

**Redlands Branch:**

Bridge No. 548 A over Mill Creek, just west of Redlands Yard.

**Yuma:**

Colorado River Draw Bridge.

## SPEED OF TRAINS

Speed of passenger trains will be restricted to 50 miles per hour. Trains will not exceed the following speeds in miles per hour over districts as listed below:

| | Passenger. | Freight. |
|---|---|---|
| Bloomington-Colton .................... | | 30 |
| Beaumont to Colton .................... | 40 | 18 |
| Beaumont to Palm Springs............ | 40 | 18 |
| East Switch Knob to West Switch Araz | 35 | 20 |
| Imperial Junction-Calexico ............. | 30 | |
| San Bernardino-Redlands Junction-Crafton | 40 | |
| All branches out of Los Angeles........ | 40 | |

Passenger trains must not exceed speed of 30 miles per hour and freight trains 20 miles per hour over shoofly, 1½ miles west of Salton.

Trains must not exceed a speed of 6 miles per hour over Salt Creek Bridge just east of Salton.

Trains must not exceed speed of 8 miles per hour between Colorado River Bridge and City Limit board east end of Patio Yard.

Trains must not exceed speed of 15 miles per hour over shoofly between Bernice and Rockwood and 6 miles per hour over Alamo River bridge.

Trains must not exceed speed of 10 miles per hour over Lytle Creek bridge 1 mile west of San Bernardino.

Trains on Pasadena Branch must not exceed speed of 25 miles per hour between Glenarm street, Pasadena, and Hope street, South Pasadena, and 20 miles per hour on first curve out of Dolgeville.

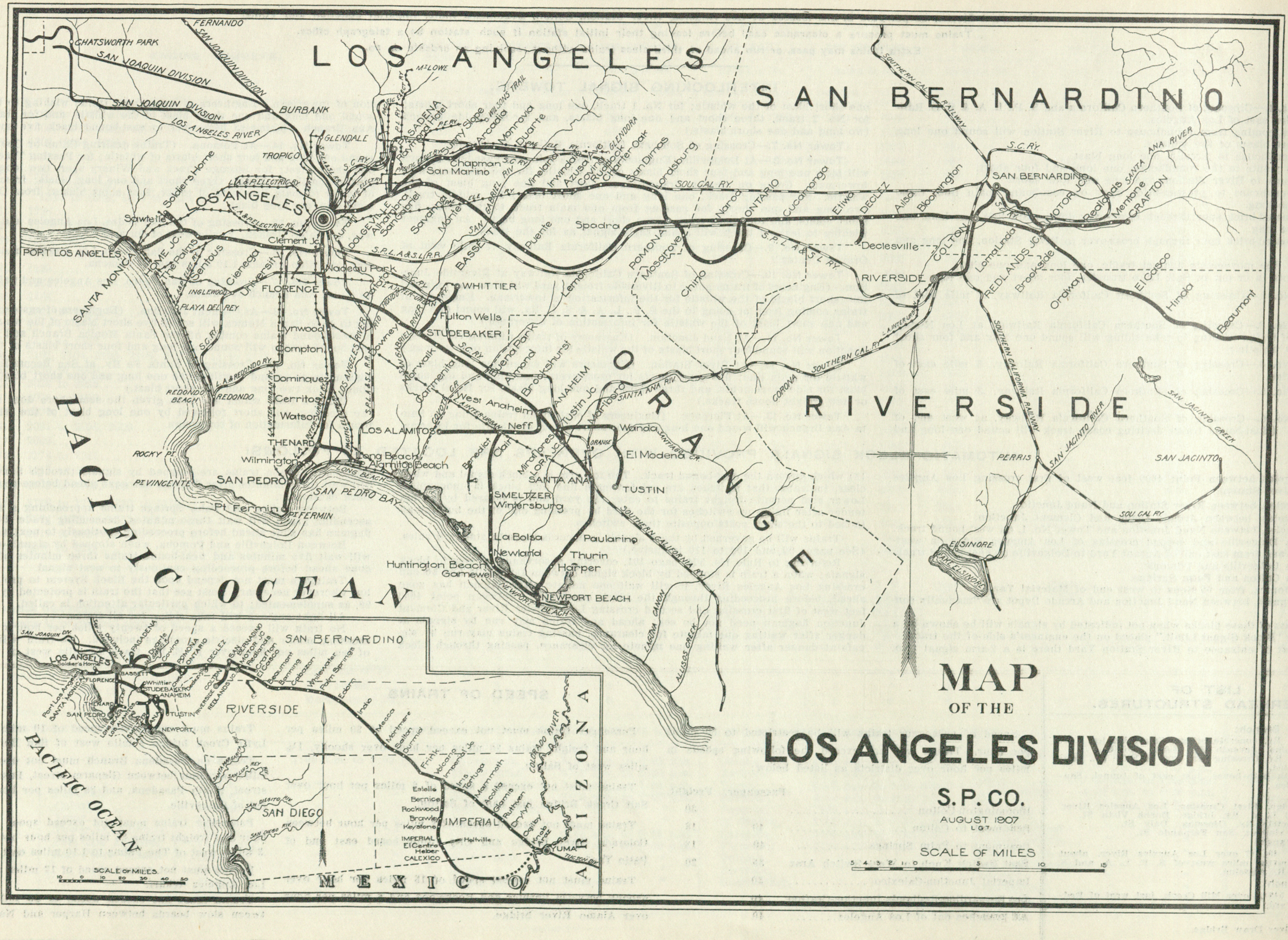
Passenger trains must not exceed speed of 35 miles per hour and freight trains 25 miles per hour between slow board .3 miles west of The Palms to 1.10 miles east of The Palms.

Trains must not exceed speed of 12 miles per hour on Port Los Angeles Wharf.

Trains must not exceed speed of 20 miles per hour between slow boards between Harper and Newport Beach.

**H. V. PLATT, Superintendent**

**THOS. McCAFFERY, Asst. Superintendent**



MAP OF THE LOS ANGELES DIVISION

S.P. CO.

AUGUST 1907

LOS ANGELES
SAN BERNARDINO
RIVERSIDE
ORANGE
PACIFIC OCEAN
FERNANDO
CHATSWORTH PARK
SAN JOAQUIN DIVISION
LOS ANGELES RIVER
BURBANK
GLENDALE
TROPICO
PASADENA
Raymond Hotel
Sierra Madre
Sunny Slope
Arcadia
Monrovia
Duarte
Chapman
San Marino
Alhambra
San Gabriel
Savannah
Monte
Puente
Spadra
Lemon
Vineland
Irwindale
Azusa
Covina
Rubidoux
GLENDORA
Charter Oak
San Dimas
Lordsburg
POMONA
Mosgrove
Chino
Narod
ONTARIO
Cucamonga
Etiwanda
DECLEZ
Declesville
Alisal
Bloomington
COLTON
RIVERSIDE
SAN BERNARDINO
Loma Linda
REDLANDS JC
Brookside
Ordway
MOTOR JC
Redlands
Mentone
CRAFTON
El Casco
Hinda
Beaumont
SANTA ANA RIVER
S.C. RY.
SOU. CAL. RY.
SOUTHERN CAL. RY.
SOUTHERN CALIFORNIA RAILWAY
SAN JACINTO RIVER
SAN JACINTO CREEK
SAN JACINTO
PERRIS
ELSINORE
LAKE ELSINORE
CORONA
SANTIAGO CR.
ALISOS CREEK
LAGUNA CANON
Soldiers Home
Sawtelle
SANTA MONICA
PORT LOS ANGELES
HOME JC
The Palms
Sentous
Cienega
University
INGLEWOOD
PLAYA DEL REY
REDONDO BEACH
REDONDO
Clement Jc
Nadeau Park
FLORENCE
DOLGEVILLE
BASSETT
WHITTIER
Fulton Wells
STUDEBAKER
Lynwood
Compton
Dominguez
Cerritos
Watson
THENARD
Wilmington
SAN PEDRO
Pt. Fermin
PT. FERMIN
Long Beach
Alamitos Beach
LONG BEACH
SAN PEDRO BAY
LOS ALAMITOS
Norwalk
Carmenita
Buena Park
Almond
Brookshurst
West Anaheim
ANAHEIM
Tustin Jc
Neff
Benedict
Clair
Miraflores
Delhi
SANTA ANA
TUSTIN
Wanda
El Modena
SMELTZER
Wintersburg
La Bolsa
Newland
Huntington Beach
Gamewell
Paularino
Thurin
Harper
NEWPORT BEACH
ROCKY PT.
PT. VICENTE
LOS ANGELES RIVER
SAN GABRIEL RIVER
L.A. & REDONDO RY.
L.A. & PACIFIC RY.
S.P.L.A. & S.L.R.R.
MT. LOWE
WILSON'S TRAIL
SAN JOAQUIN DIV.
PASADENA
Covina
POMONA
ONTARIO
DECLEZ
SAN BERNARDINO
LOS ANGELES
FLORENCE
BASSETT
Whittier
STUDEBAKER
ANAHEIM
THENARD
SAN PEDRO
TUSTIN
NEWPORT
RIVERSIDE
COLTON
REDLANDS JC
Beaumont
Banning
Cabazon
Whitewater
Palm Springs
Indio
Mecca
Mortmere
Salton
Iris
Volcano
Imperial Jc
Frink
Mammoth
Acolita
Glamis
Ruthven
Ogilby
Estelle
Bernice
Rockwood
Brawley
Keystone
IMPERIAL
El Centro
Heber
CALEXICO
Holtville
YUMA
COLORADO RIVER
ARIZONA
MEXICO
SAN DIEGO
PACIFIC OCEAN
SCALE OF MILES
10 0 10 20 30 40 50
SCALE OF MILES
0 5 10 15